1. TEHAMA COUNTY PUBLIC WORKS
ENVIRONMENTAL SIGNIFICANCE CHECKLIST
Meets requirements of CEQA §15063(d), Initial Study

BACKGROUND

1. PROJECT TITLE: Project #215391 - Bowman Road, Safe Routes to School

2. LEAD AGENCY NAME AND ADDRESS: Tehama County Public Works
9380 San Benito Avenue
Gerber, CA 96035-9701
Phone: (530) 385-1462
Red Bluff, CA 96080
(530) 385-1462, FAX: (530) 385.1189
sharrasser@tcpw.ca.gov

3. CONTACT PERSON: Sean D. Harrasser, Associate Transportation Planner

4. APPLICANT/PROJECT PROPONENT NAME AND ADDRESS:
Gary Antone, P.E., P.L.S.
Director of Public Works
Tehama County Public Works Department
9380 San Benito Avenue
Gerber, CA 96035
(530) 385-1462

5. DESCRIPTION OF PROJECT: To construct a Class I (separated) bicycle path – approximately one mile in length - along the south side of Bowman Road between Sebastian Court and Evergreen Middle School, and to improve three bus stops along Bowman Road. Three bus school bus stops will be fully improved along Bowman Road at the intersections with Starr Road, Keeper Way and Rory Lane. This will include a paved bus pullout and bike racks at each location (see reference maps in "Exhibits" section).

Bicycle Path:

Length of Bicycle Path:	≈5,200 ft.
Square footage of Bicycle Path:	≈41,500 ft.²
Disturbed Area of Bicycle Path:	≈72,000 ft.².
New Fence Line on Bicycle Path:	≈2,500 ft.

Bus Stops:

	Starr	Rory	Keeper
Disturbed area:	≈2,900 ft.²	≈2,400 ft.²	≈3,500 ft.²
Project length:	≈125 ft.	≈120 ft.	≈180 ft.
Paving area:	≈1,900 ft.²	≈1,600 ft.²	≈3,000 ft.²
New fencing:	≈140 ft.	≈140 ft.	≈75 ft.

6. PROJECT LOCATION: The project site is located in the Bowman/Cottonwood Creek area. The project consists of two components: constructing a Class I (separated) bicycle path and the improvement of three bus stops. The Class I bicycle path runs along the south side of Bowman Road between Sebastian Court and Evergreen Middle School. It is approximately 5 miles west of Interstate 5 and 16 miles northwest of the City of Red Bluff. The bus stop improvements lie along Bowman Road at the intersections with Starr Road, Keeper Way and Rory Lane. They are approximately 12 miles west of Interstate 5 and 18 miles northwest of the City of Red Bluff. Described as a portion of Sections 20, 21, T.29N., R.4W, M.D.B. & M. and Sections 33, 34, 35, T.29N., R.5W, M.D.B. & M.

7. PREPARATION OF INITIAL STUDY AND NEGATIVE DECLARATION: Tehama County has prepared this Initial Study and Negative Declaration in compliance with the California Environmental Quality Act (CEQA) to address the environmental consequences of constructing a Class I (separated) bicycle path - one mile in length - along the south side of Bowman Road between Sebastian Court and Evergreen Middle School, and to improve three bus stops along Bowman Road.

The project was originally considered for a Categorical Exemption under §15301(c) and §15304(h) which exempts bicycle paths in many instances. However, because the path requires ROW easements, it was necessary to prepare an Initial Study in order to fully assess all potential impacts. The following parcels are subject to right of way takings:

APN: 004-090-34	APN: 004-090-74	APN: 004-090-75	APN: 006-240-02
≈10,820ft^2	≈1,722ft^2	≈4,477ft^2	≈1,325ft^2

Additional temporary construction easements will also be necessary for the completion of the project. There are no significant impacts related to this, and no conditions or mitigations will be required to initiate these temporary easements.

The final decision to acquire such easements and proceed with the project as proposed will not be made until the Tehama County Board of Supervisors adopts a Resolution of Necessity in accordance with the Code of Civil Procedure.

Two existing utility poles, a telephone pedestal at Plateau Drive, and several guy wires located within the County right-of-way will be relocated in order to construct the bicycle path.

8. GENERAL PLAN DESIGNATION:
Bicycle Path:
General Plan: RS; Rural Residential - Small Lot and P; Public Facility
Bus Stops:
General Plan: RS; Rural Residential - Small Lot.

9. ZONING:
Bicycle Path:
Zoning: R1-A-MH-B:86; Single Family Residential - Animal Raising Combining – Special Building Site (2 Acre Minimum) Combining Zoning District and PA; Public Agency District.
Bus Stops:
Zoning: R1-A-MH-B:86; Single Family Residential - Animal Raising Combining – Special Building Site (2 Acre Minimum) Combining Zoning District, EA-B:871; Exclusive Agricultural District – 20 Acre Minimum - Zoning District and R1-A-MH-B:435; Single Family Residential - Animal Raising Combining – Special Building Site (10 Acre Minimum) Combining Zoning District.

10. SETTING AND SURROUNDING LAND USES: Both components of the project are in a rural residential area. The project proposes bicycle and bus stop facilities along an established right-of-way. The dimensions of the facilities would not be sufficient to disrupt the existing land use patterns. Adjacent lands are primarily of a rural residential nature. No agricultural lands are found within the project boundaries. Though there is some acreage zoned EA-B:871; Exclusive Agricultural District - 20 Acre Minimum - Zoning District, the underlying General Plan is RS; Rural Residential - Small Lot. There are no parcels within the project site that are under an agricultural preserve contract (Williamson Act). The current General Plan (2008-2028) designates the project area as General Plan: RS; Rural Residential - Small Lot and P; Public Facility. The project site is surrounded by development that is compatible with of similar character to the project. The site exists primarily within the County right-of-way.

The project area is in an area that is within the Blue Oak/Foothill Pine Woodland natural community. However, the project site is mostly characterized by rural residential development. In the vicinity of the school the bicycle path crosses through a small swath of oak species, with Blue Oak (*Quercus douglasii*) the predominant species at this spot. The understory here is a mix of predominantly non-native bromes and Star Thistle (*Centaurea solstitialis*). The bicycle path along Bowman consists mostly of non-native grasses and weeds; introduced ornamental and landscaping plants, Gray pine (*Pinus sabiniana*) and various oak trees (*Quercus spp*.). The vicinity of the bus stops is characterized by species common to the Blue Oak/Foothill Pine Woodland natural community, including Manzanita (*Arctostaphylos spp*.), Oak (*Quercus spp*.), Gray pine (*Pinus sabiniana*), Pipevine (*Aristolochia californica*), and Poison Oak (*Toxicodendron diversilobum*). During a visit to the project site, no sensitive species or habitats were identified. The project will not require the removal of any trees other than those necessary for construction. These are as follows:

- Six non-native landscape trees along a driveway between Sebastian Court and Pine Park Road (8-10”).
- One small oak tree along with a telephone riser where the Bicycle Path crosses Plateau Drive.

No mature native trees will be removed. Any tree removal will be done between September and March to

avoid nesting season.

A small man-made ditch is next to Bowman Road. No indicators of wetlands were noted during a visit to the project site. A search of the U.S. Fish & Wildlife Services' National Wetlands Inventory database and the California Department of Fish & Game's Vernal Pools Maps revealed no identified sensitive areas on the project site.
Soils in the area of the bicycle path are Class II (IIs-4; Arbuckle gravelly loam, 0 to 3 percent slopes), with some Class III (IIIs-3, Hillgate loam, 0 to 3 percent slopes) located near the school site. Soils in the area of the bus stop are primarily Class II (IIs-4, Arbuckle gravelly loam, 0 to 3 percent slopes) in the vicinity of the Starr Road. Soils in the area of the bus stops at Keeper Way Rory Lane are primarily Class II (IIs-3, Tehama loam, 0 to 3 percent slopes).

11. CONSISTENCY WITH GENERAL PLAN AND ZONING: The project is consistent with the 2008-2028 Tehama County General Plan (RS; Rural Residential - Small Lot and P; Public Facility) and Title 17 - Tehama County Zoning Code (R1-A-MH-B:86; Single Family Residential - Animal Raising Combining – Special Building Site (2 Acre Minimum), R1-A-MH-B:435; Single Family Residential - Animal Raising Combining – Special Building Site (10 Acre Minimum) Combining Zoning District, EA-B:871; Exclusive Agricultural District – 20 Acre Minimum - Zoning District, PA; Public Agency District.).

12. CONDITIONS OF THE INITIAL STUDY AND NEGATIVE DECLARATION:

Condition V-#1:
CULTURAL RESOURCES PROTECTION: The following Note shall be included on an informational page of the Final Map, "Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to ensure no significant impacts occur and reduce any archaeological impact to a less than significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the location, and photographing the resource. The project contractor shall implement all mitigation measures recommended by the archeologist to avoid adverse impacts to the resource. Since no archeological resources are expected in the project area, more specific mitigation measures cannot feasibly developed unless and until any unforeseen resource is actually discovered and evaluated. In addition, pursuant to §5097.98 of the State Public Resources Code, and §7050.5 of the State Health Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains."

Condition VII-#1:
HANDLING OF HAZARDOUS EMISSIONS, MATERIALS, SUBSTANCES, OR WASTE: The contractor is required to ensure that adequate materials are on hand to clean up any accidental spill that may occur. Spills will be cleaned up immediately, and all wastes and used spill control materials will be properly disposed of at approved disposal facilities.

Condition VIII-#1:
CONSTRUCTION STORM WATER PERMIT: Prior to the commencement of construction activities the developer must obtain a Construction Storm Water Permit, including a Storm Water Pollution Prevention Plan, issued by the California Regional Water Quality Control Board.

Condition XI-#1:
Construction activities will be limited to the hours of 7AM – 7PM when activities occur within 50 feet of a residential or other noise-sensitive land use. All construction equipment shall be properly maintained and equipped with noise control, such as mufflers, in accordance with manufacturers' specifications.
The County will work with the construction contractor and nearby residents to minimize disturbance to occupied residences. Before construction near noise-sensitive receptors, the County shall provide written notification to potentially affected receptors, identifying the type, duration, and frequency of construction operations. Notification will also identify a mechanism for residents to register noise-related complaints with the County; the County shall consider noise-related concerns on a case-by-case basis.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors identified below could be potentially affected by this project:

	AESTHETICS		AGRICULTURAL RESOURCES		AIR QUALITY
	BIOLOGICAL RESOURCES	X	CULTURAL RESOURCES		GEOLOGY AND SOILS
X	HAZARDS AND HAZARDOUS MATERIALS	X	HYDROLOGY AND WATER QUALITY		LAND USE AND PLANNING
	MINERAL RESOURCES	X	NOISE		POPULATION AND HOUSING
X	PUBLIC SERVICES	X	RECREATION		TRANSPORTATION/ TRAFFIC
X	UTILITY AND SERVICE SYSTEMS		MANDATORY FINDINGS OF SIGNIFICANCE		NONE

ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared. X

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared. *Attach Mitigation Measures & Monitoring Program.* _____

I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required. _____

I find that the proposed project MAY have a significant effect on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed. _____

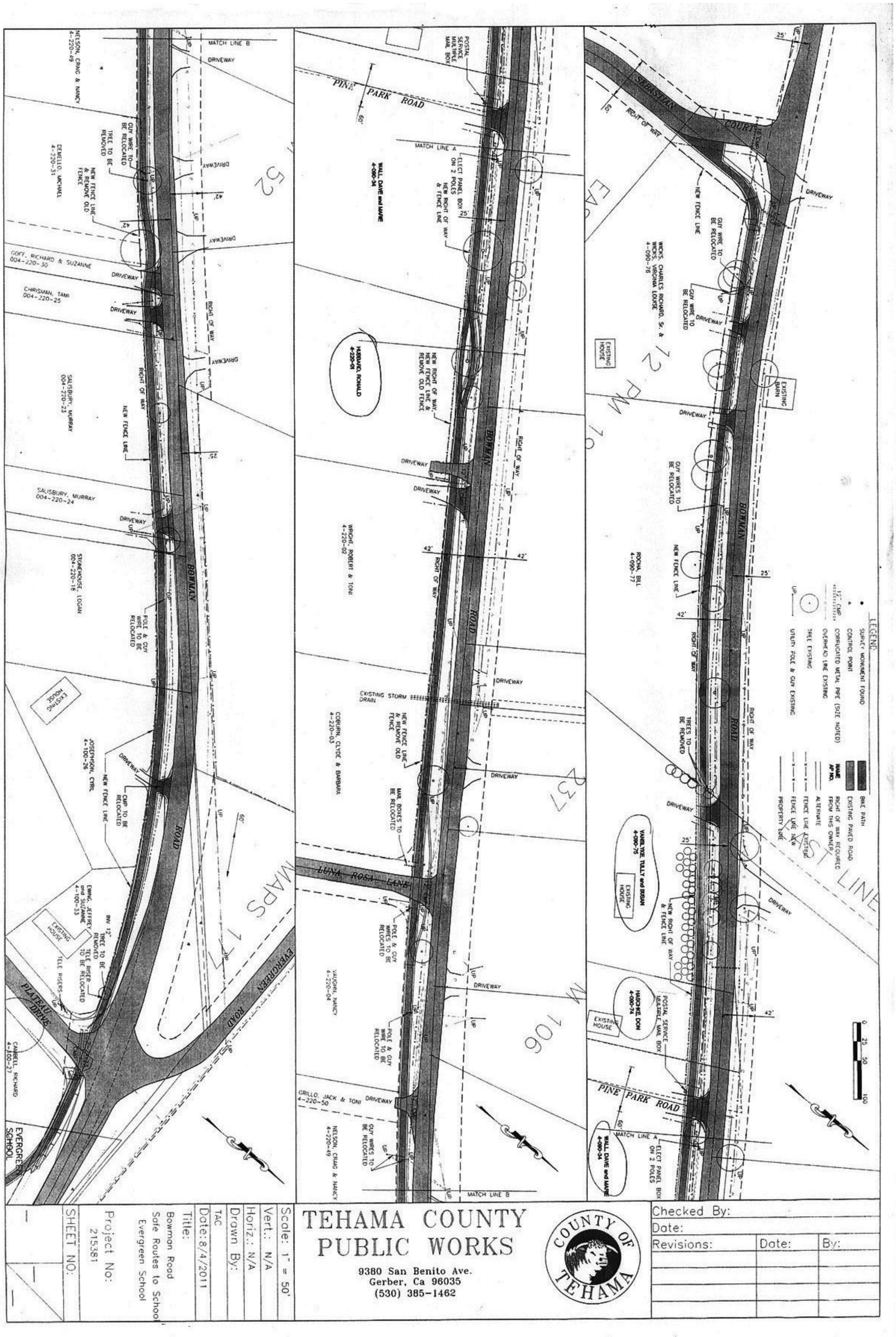
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. _____

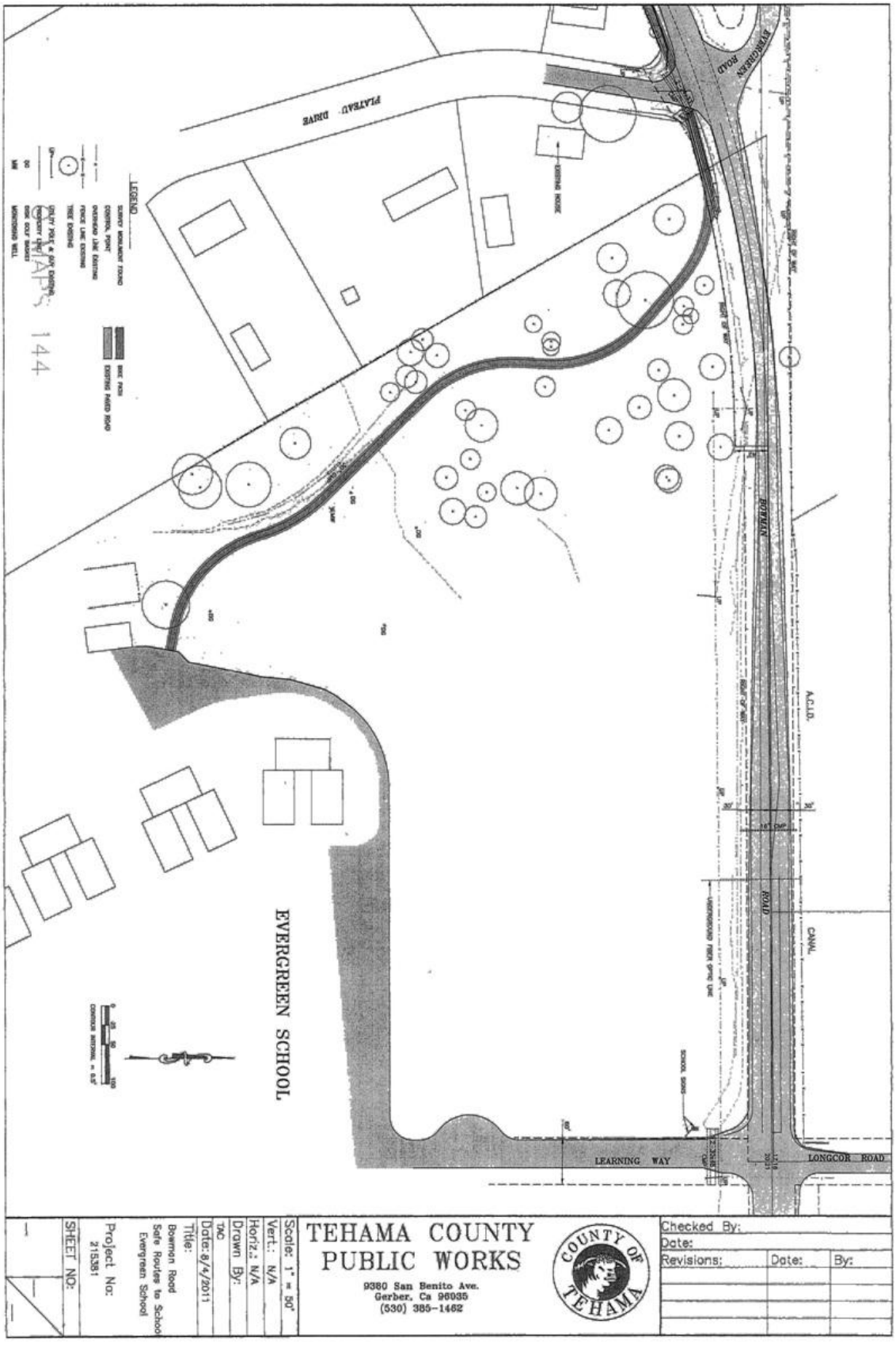
Signature: _____ Date: 11/05/2012

Sean D. Harrasser, Associate Transportation Planner For: Tehama County Public Works

EXHIBITS

Project #21539
Bowman Road, Safe Routes to School


TEHAMA COUNTY
PUBLIC WORKS
9380 San Benito Ave.
Gerber, Ca 96035
(530) 385-1462
Checked By:
Date:
Revisions:
Date:
By:
Scale: 1" = 50'
Vert.: N/A
Horiz.: N/A
Drawn By: TAC
Date: 8/4/2011
Title:
Bowman Road
Safe Routes to School
Evergreen School
Project No:
215381
SHEET NO:
BOWMAN ROAD
PINE PARK ROAD
LUNA ROSA LANE
EVERGREEN ROAD
PLATEAU DRIVE
SEBASTIAN COURT
MATCH LINE A
MATCH LINE B
LEGEND
SURVEY MONUMENT FOUND
CONTROL POINT
CORRUGATED METAL PIPE (SIZE NOTED)
OVERHEAD LINE EXISTING
TREE EXISTING
UTILITY POLE & GUY EXISTING
BIKE PATH
EXISTING PAVED ROAD
RIGHT OF WAY REQUIRED FROM THIS OWNER
ALTERNATE
FENCE LINE EXISTING
FENCE LINE NEW
PROPERTY LINE


EVERGREEN SCHOOL
PLATEAU DRIVE
EVERGREEN ROAD
BOWMAN ROAD
LEARNING WAY
LONGCOR ROAD
CANAL
A.C.I.D.
LEGEND
TEHAMA COUNTY
PUBLIC WORKS
9380 San Benito Ave.
Gerber, Ca 96035
(530) 385-1462
COUNTY OF TEHAMA
Checked By:
Date:
Revisions:
Date:
By:
Scale: 1" = 50'
Vert.: N/A
Horiz.: N/A
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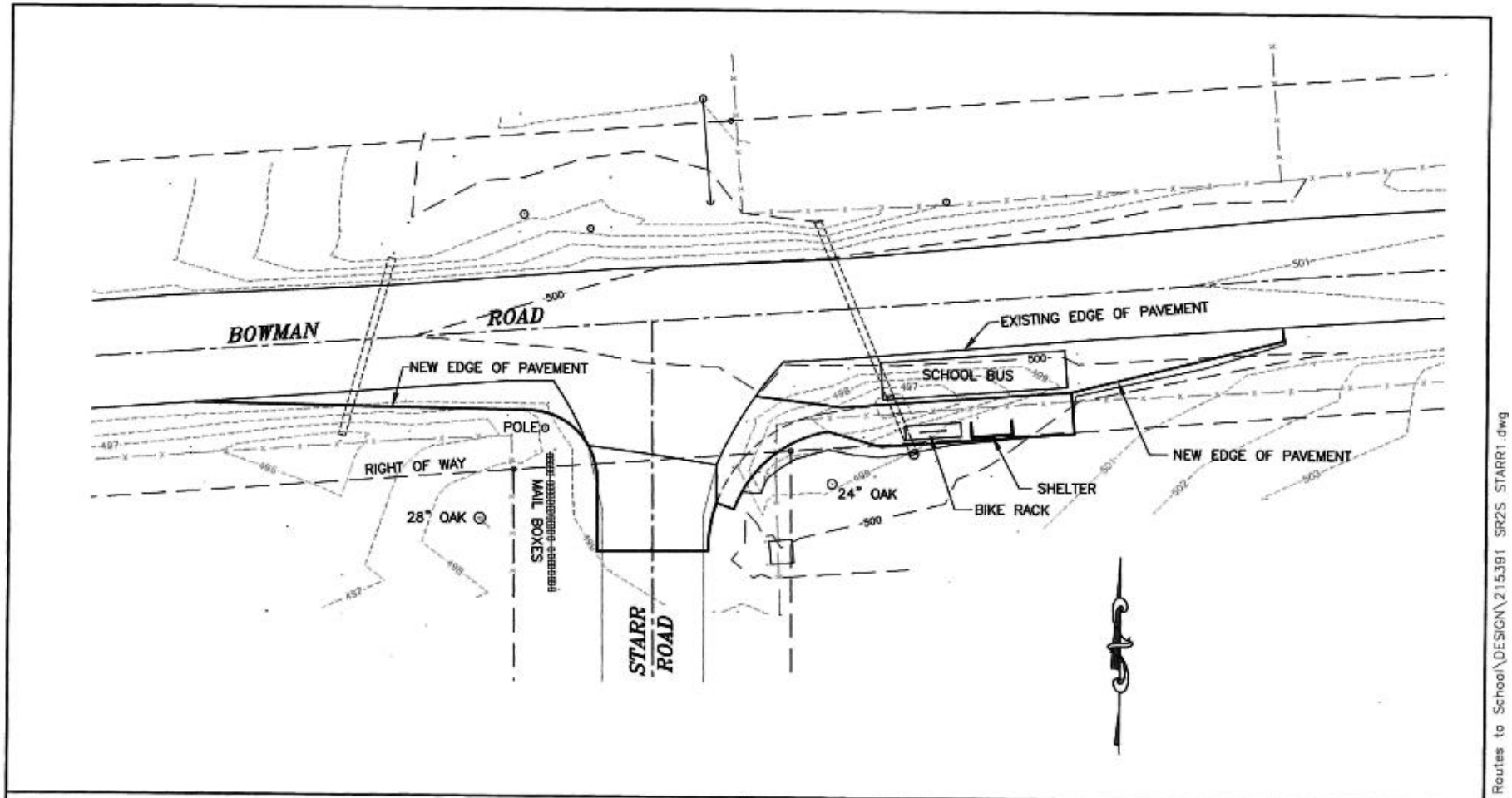


COUNTY OF TEHAMA

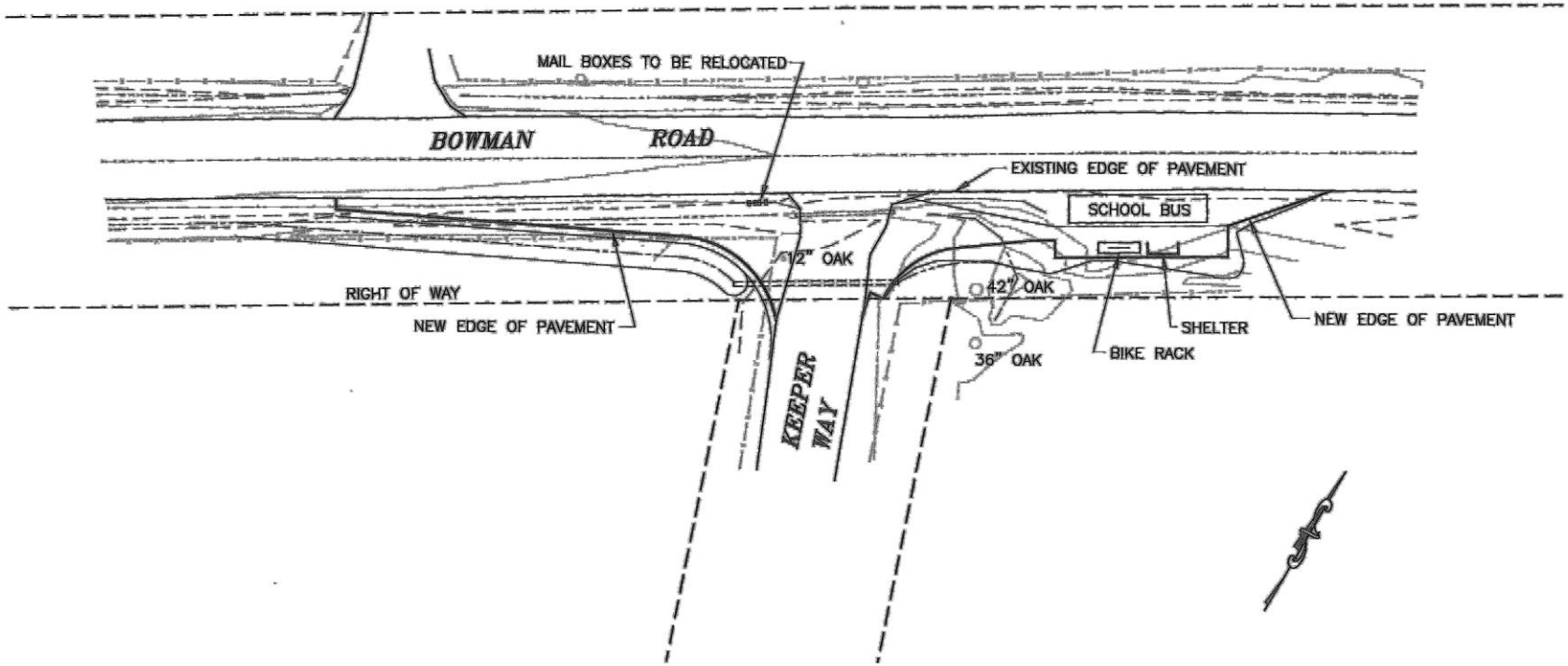
TEHAMA COUNTY PUBLIC WORKS

9380 San Benito Ave.
Gerber, Ca 96035
(530) 385-1462

PRELIMINARY BUS STOP LAYOUT
BOWMAN ROAD @ STARR ROAD

SCALE: 1" 20'
DATE: 9/28/2011
DRAWN: TAC

P:\215391 Safe Routes to School\DESIGN\215391 SR2S STARR1.dwg

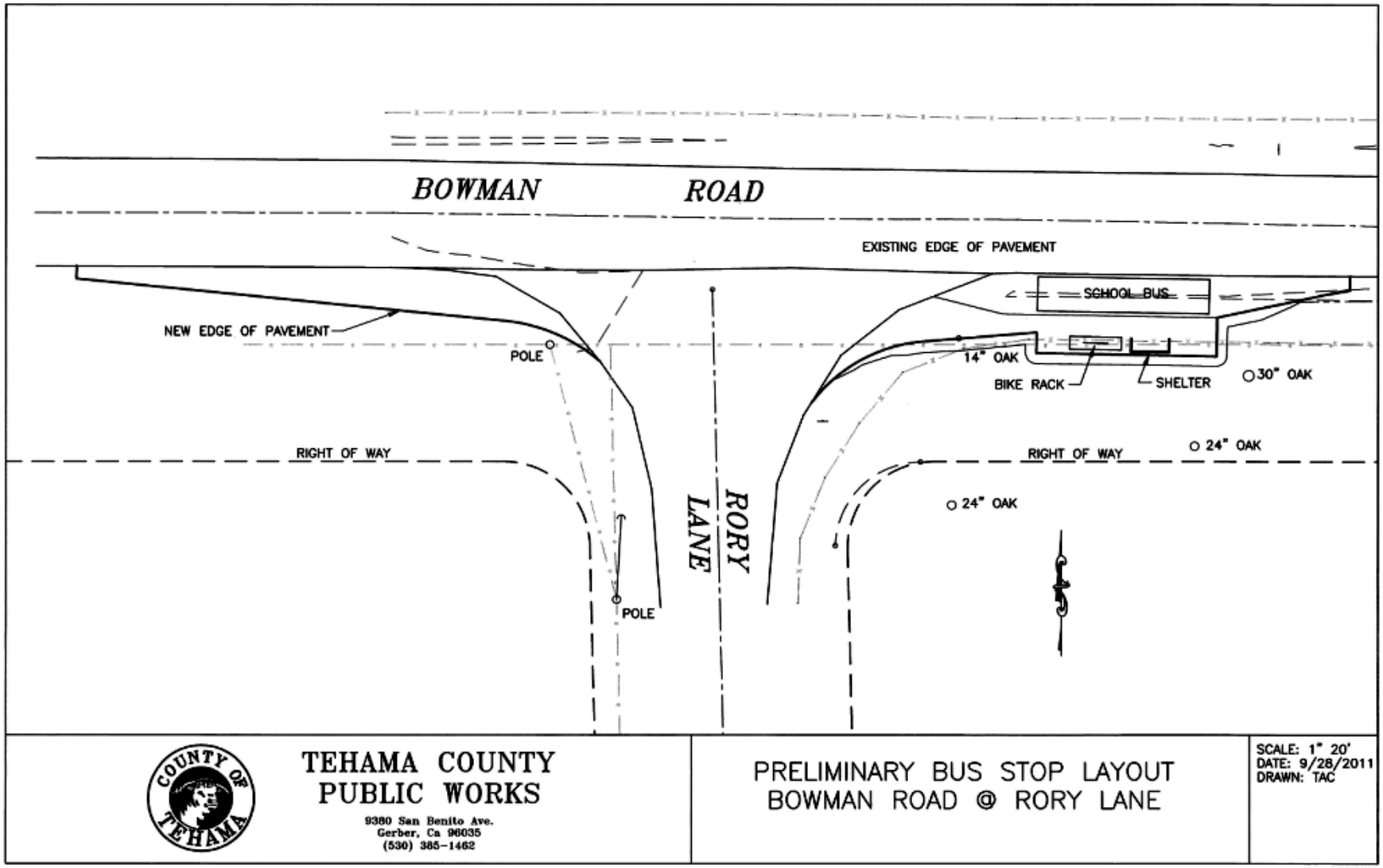


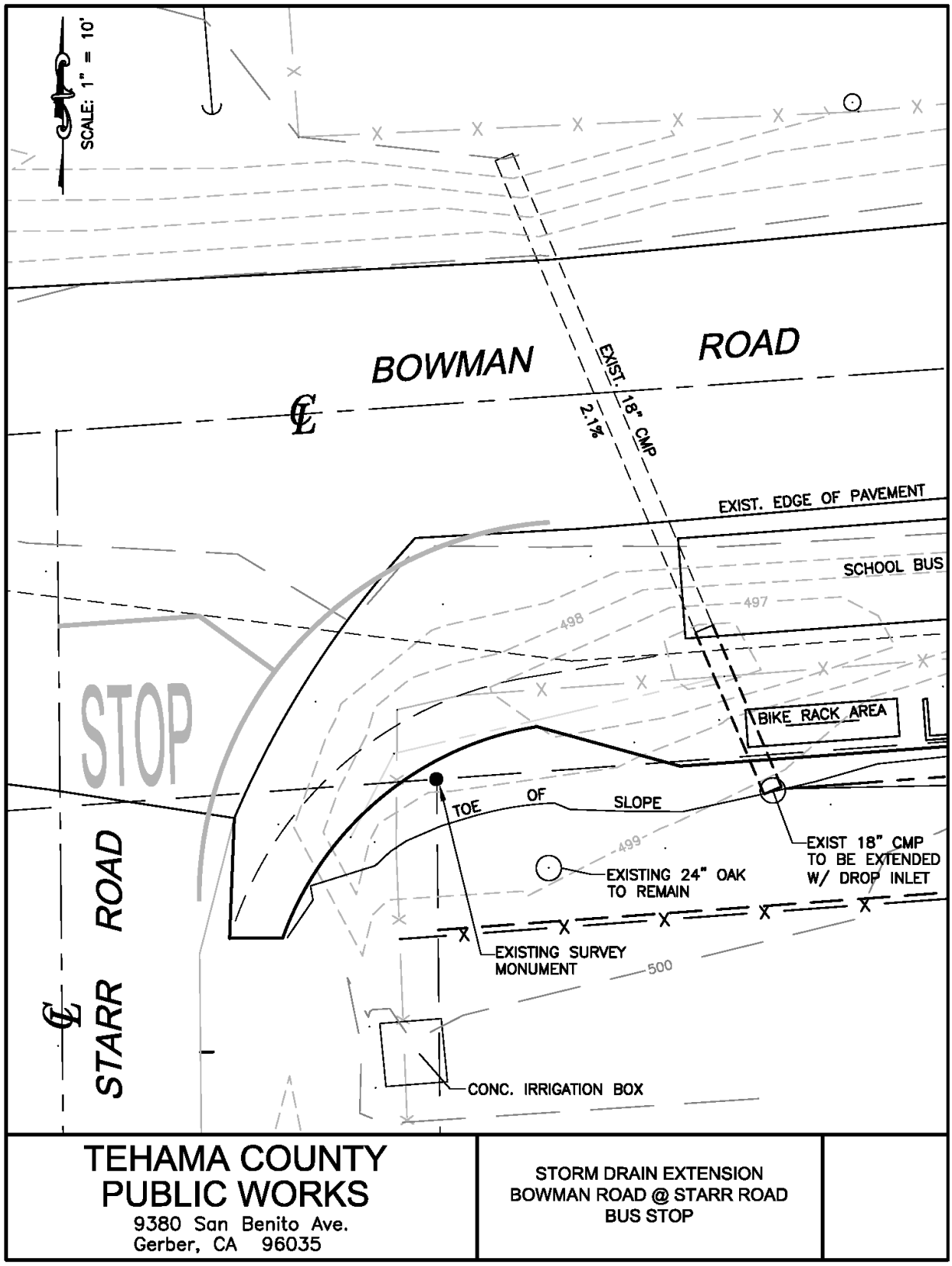
TEHAMA COUNTY
PUBLIC WORKS

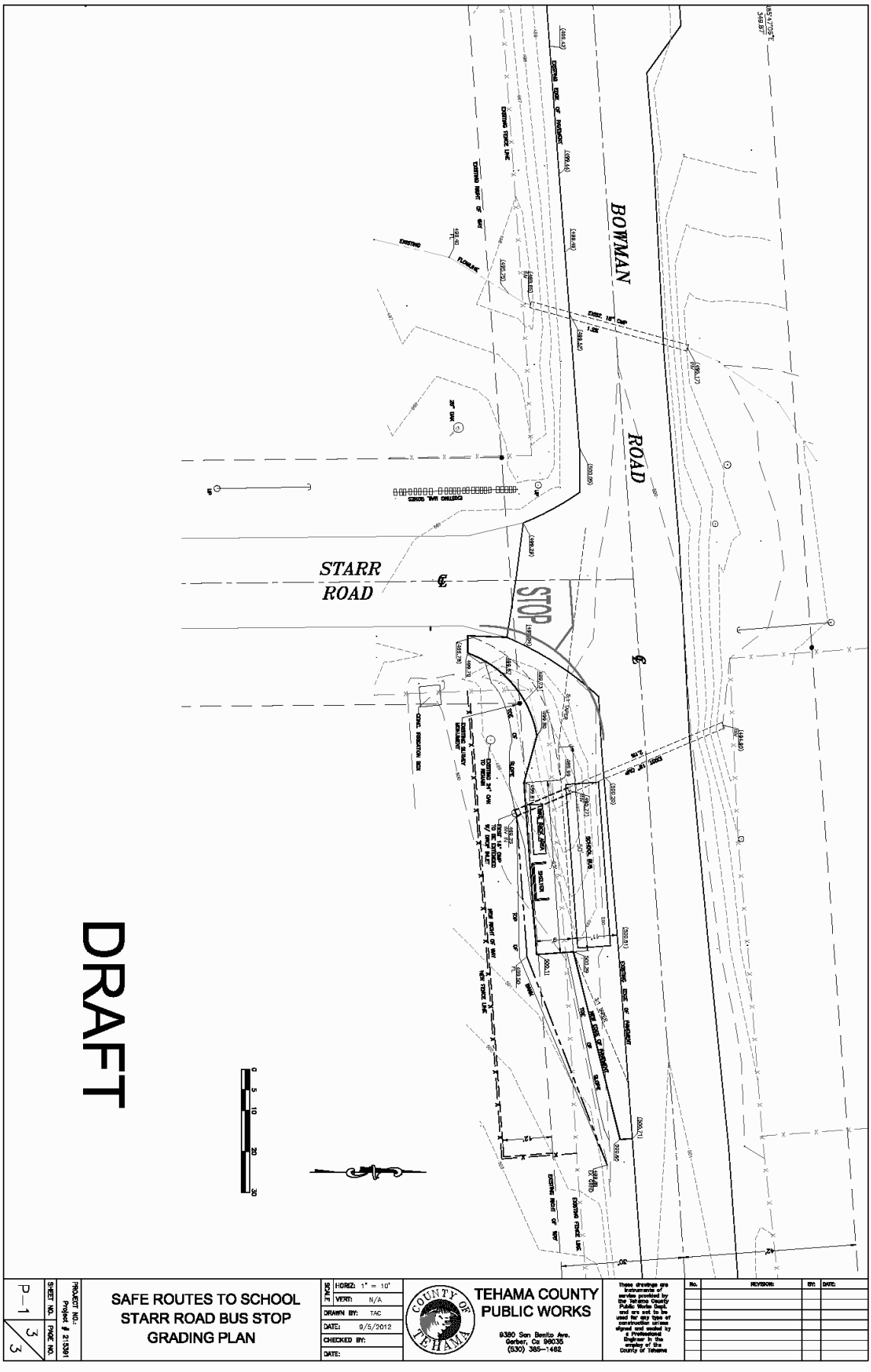
9380 San Benito Ave.
Gerber, Ca 96035
(530) 385-1462

PRELIMINARY BUS STOP LAYOUT
BOWMAN ROAD @ KEEPER WAY

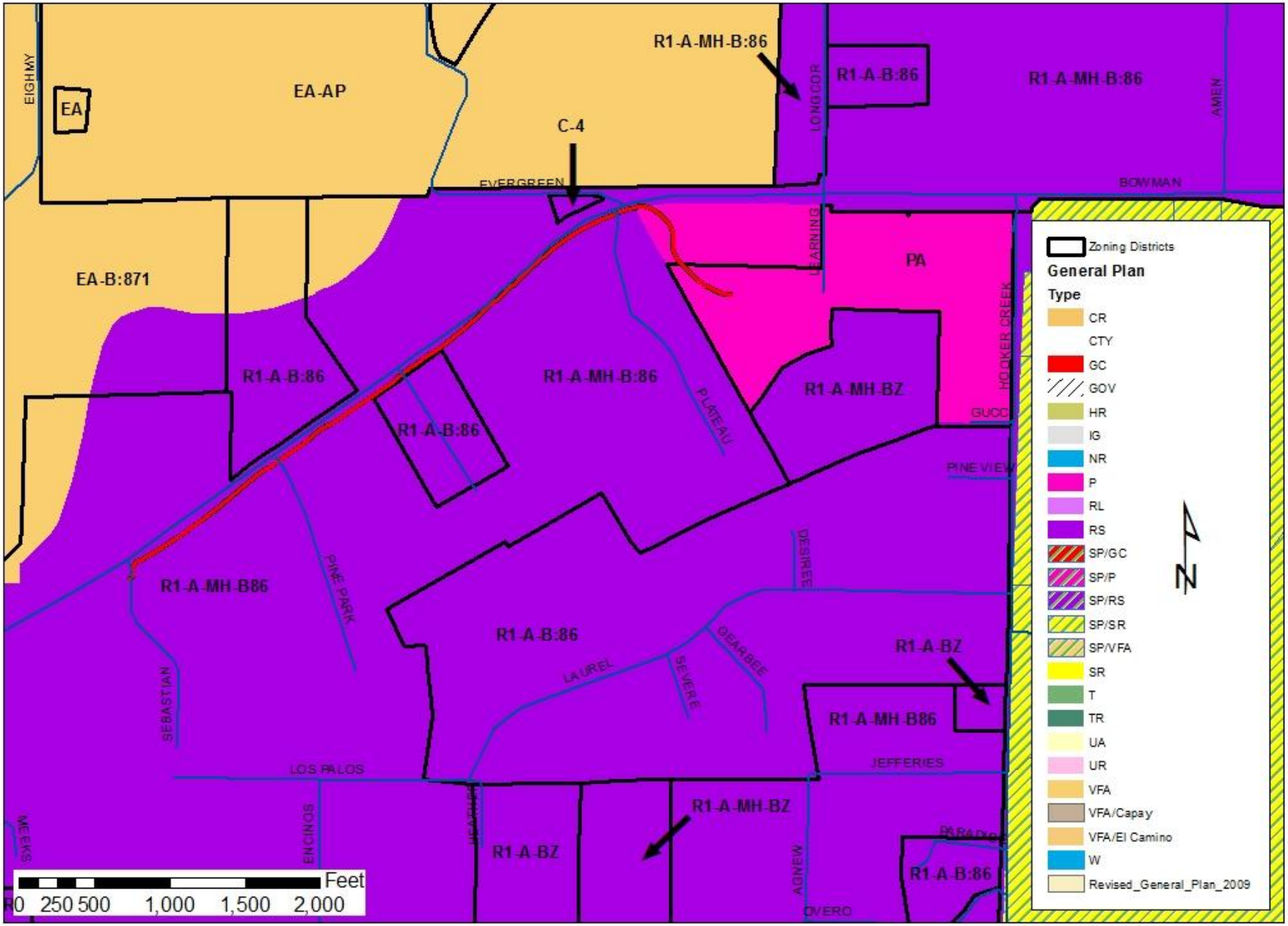
SCALE: 1" 30'
DATE: 9/28/2011
DRAWN: TAC


BOWMAN ROAD
EXISTING EDGE OF PAVEMENT
SCHOOL BUS
NEW EDGE OF PAVEMENT
POLE
14" OAK
BIKE RACK
SHELTER
30" OAK
RIGHT OF WAY
RIGHT OF WAY
24" OAK
24" OAK
RORY LANE
POLE
TEHAMA COUNTY
PUBLIC WORKS
9380 San Benito Ave.
Gerber, Ca 96035
(530) 385-1462
PRELIMINARY BUS STOP LAYOUT
BOWMAN ROAD @ RORY LANE
SCALE: 1" 20'
DATE: 9/28/2011
DRAWN: TAC
P:\215391 Safe Routes to School\DESIGN\215391 SR2S RORY1.dwg

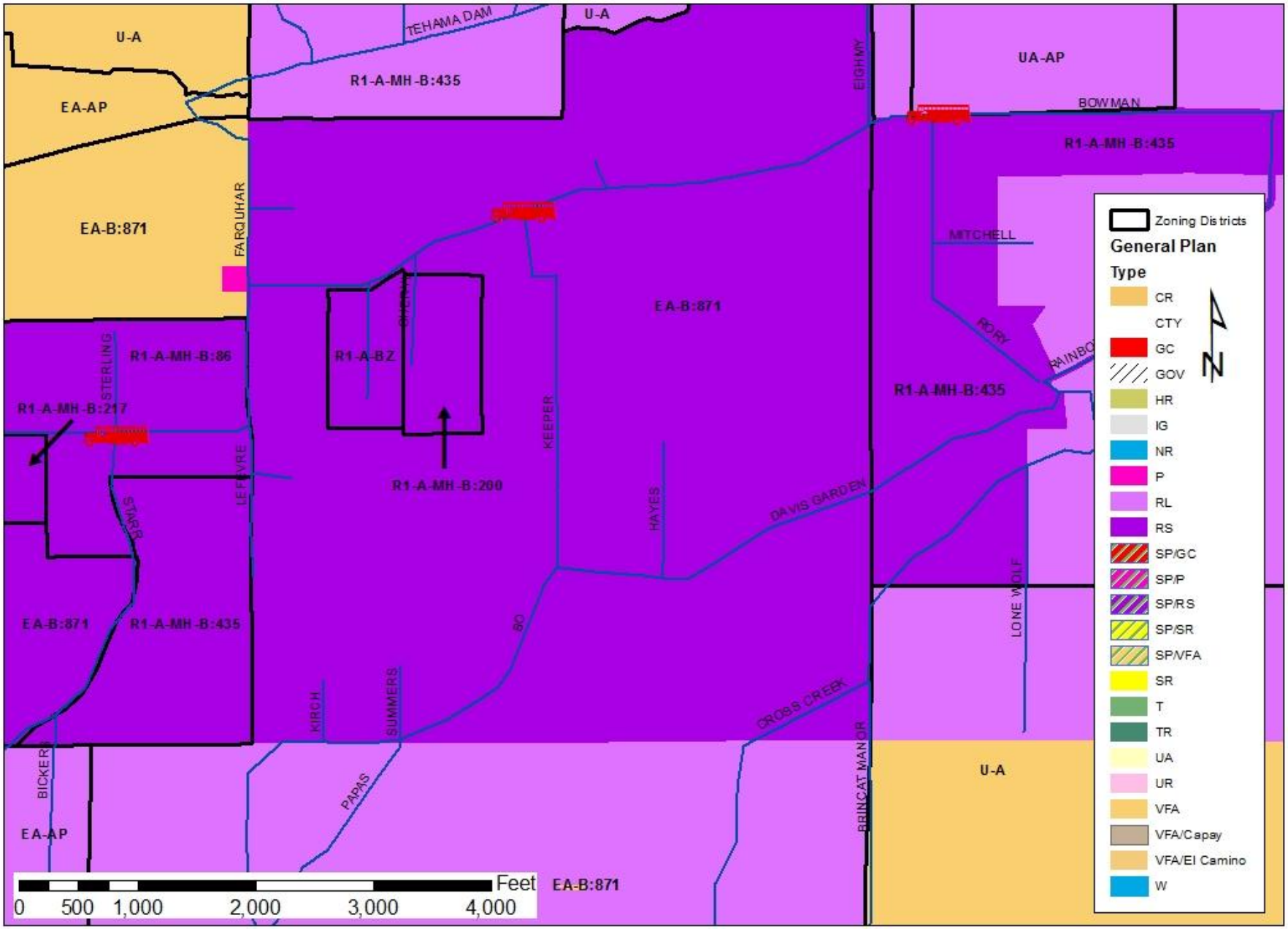

SCALE: 1" = 10'
BOWMAN ROAD
EXIST. 18" CMP
2.1%
EXIST. EDGE OF PAVEMENT
SCHOOL BUS
497
498
499
500
STOP
BIKE RACK AREA
TOE OF SLOPE
EXISTING 24" OAK
TO REMAIN
EXIST 18" CMP
TO BE EXTENDED
W/ DROP INLET
EXISTING SURVEY
MONUMENT
CONC. IRRIGATION BOX
STARR ROAD
TEHAMA COUNTY
PUBLIC WORKS
9380 San Benito Ave.
Gerber, CA 96035
STORM DRAIN EXTENSION
BOWMAN ROAD @ STARR ROAD
BUS STOP


BOWMAN
ROAD
STARR
ROAD
STOP
DRAFT
SAFE ROUTES TO SCHOOL
STARR ROAD BUS STOP
GRADING PLAN
TEHAMA COUNTY
PUBLIC WORKS
9380 San Benito Ave.
Gerber, Ca 96035
(530) 385-1462
HORIZ: 1" = 10'
VERT: N/A
DRAWN BY: TAC
DATE: 9/5/2012
CHECKED BY:
DATE:
REVISION:
BY:
DATE:
SHEET NO.
P-1
PAGE NO.
3
3

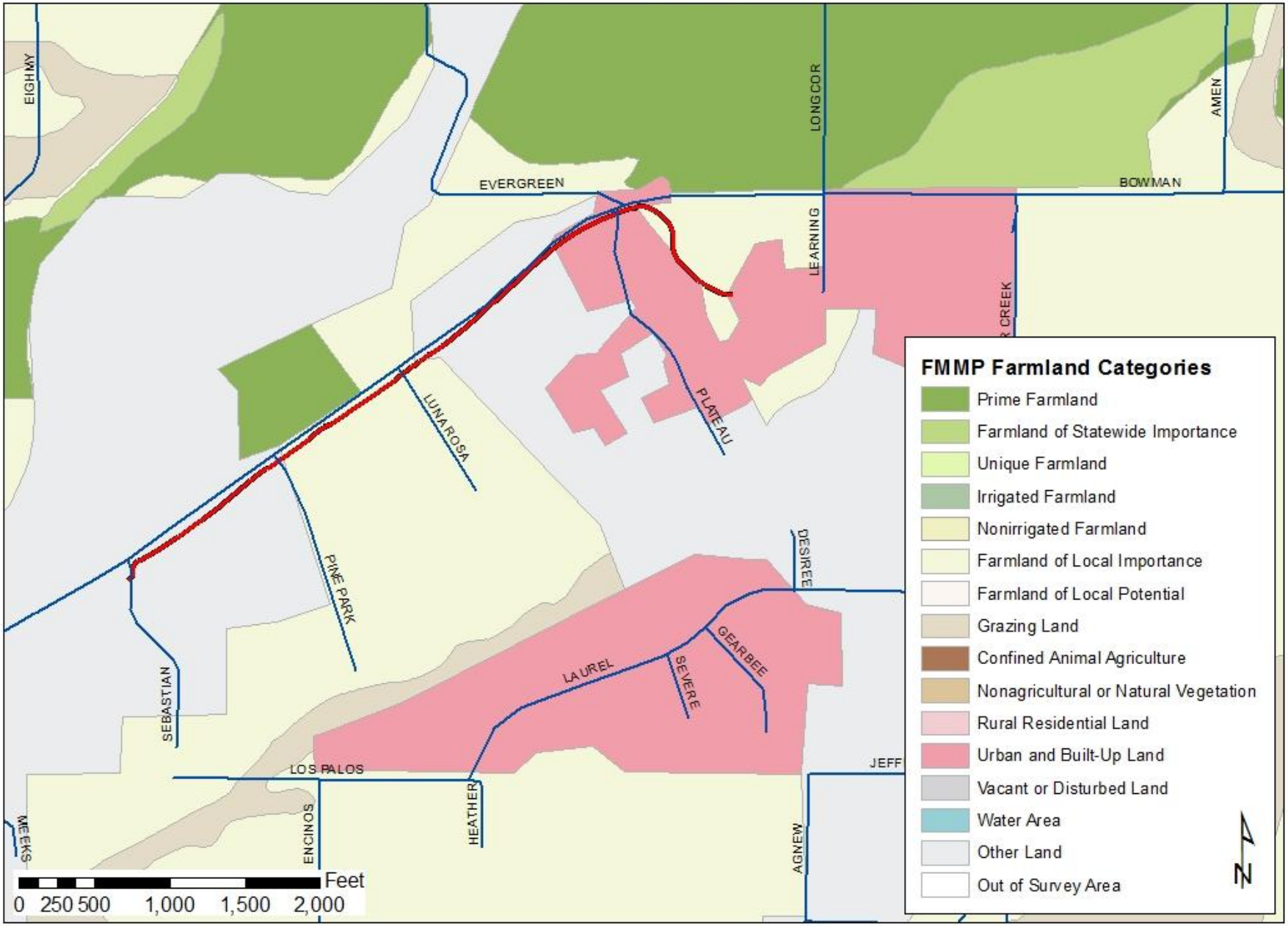
Bowman Road
Safe Routes to School Project - Bicycle Path



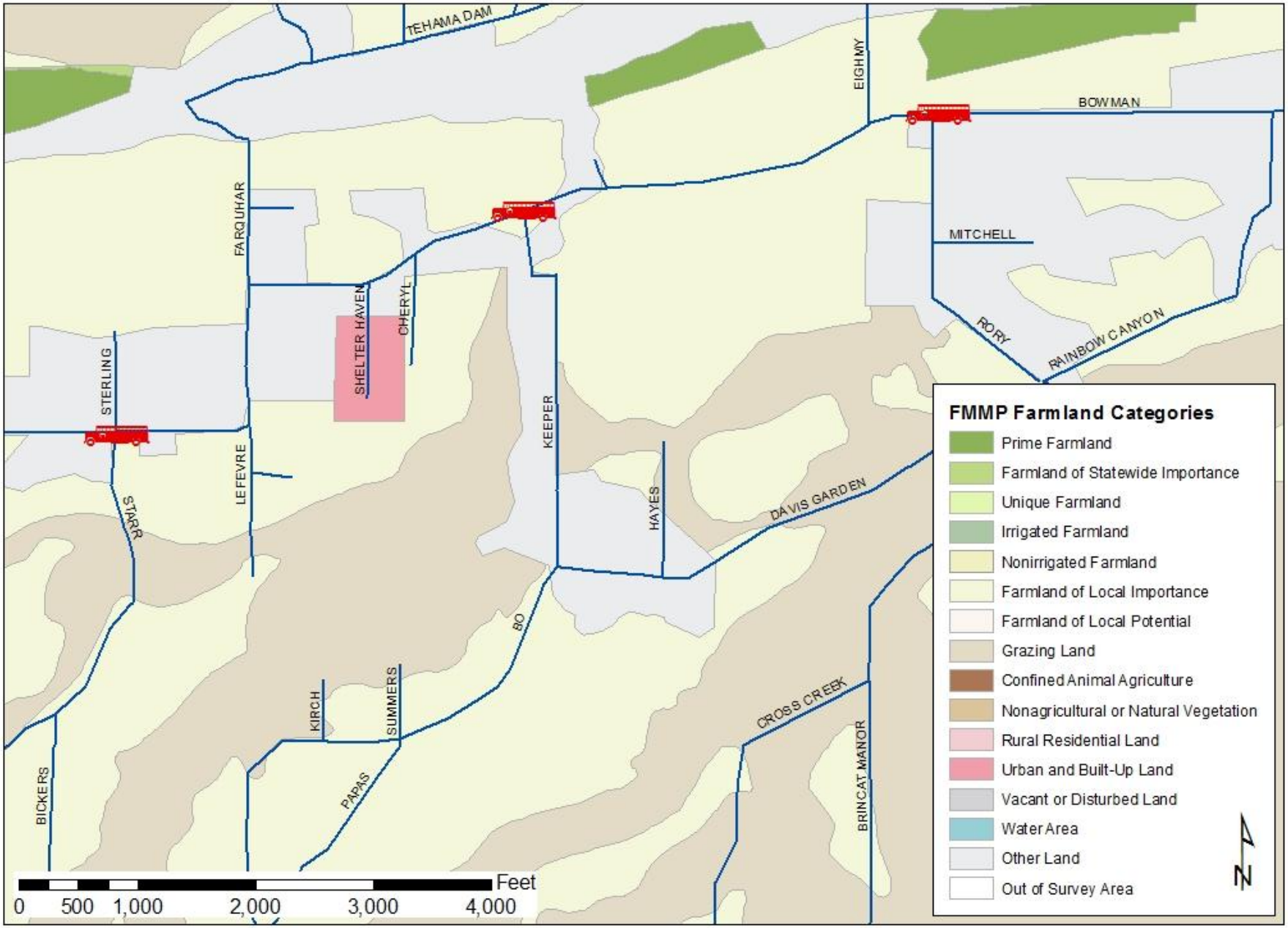
Bowman Road
Safe Routes to School Project - Bus Stops

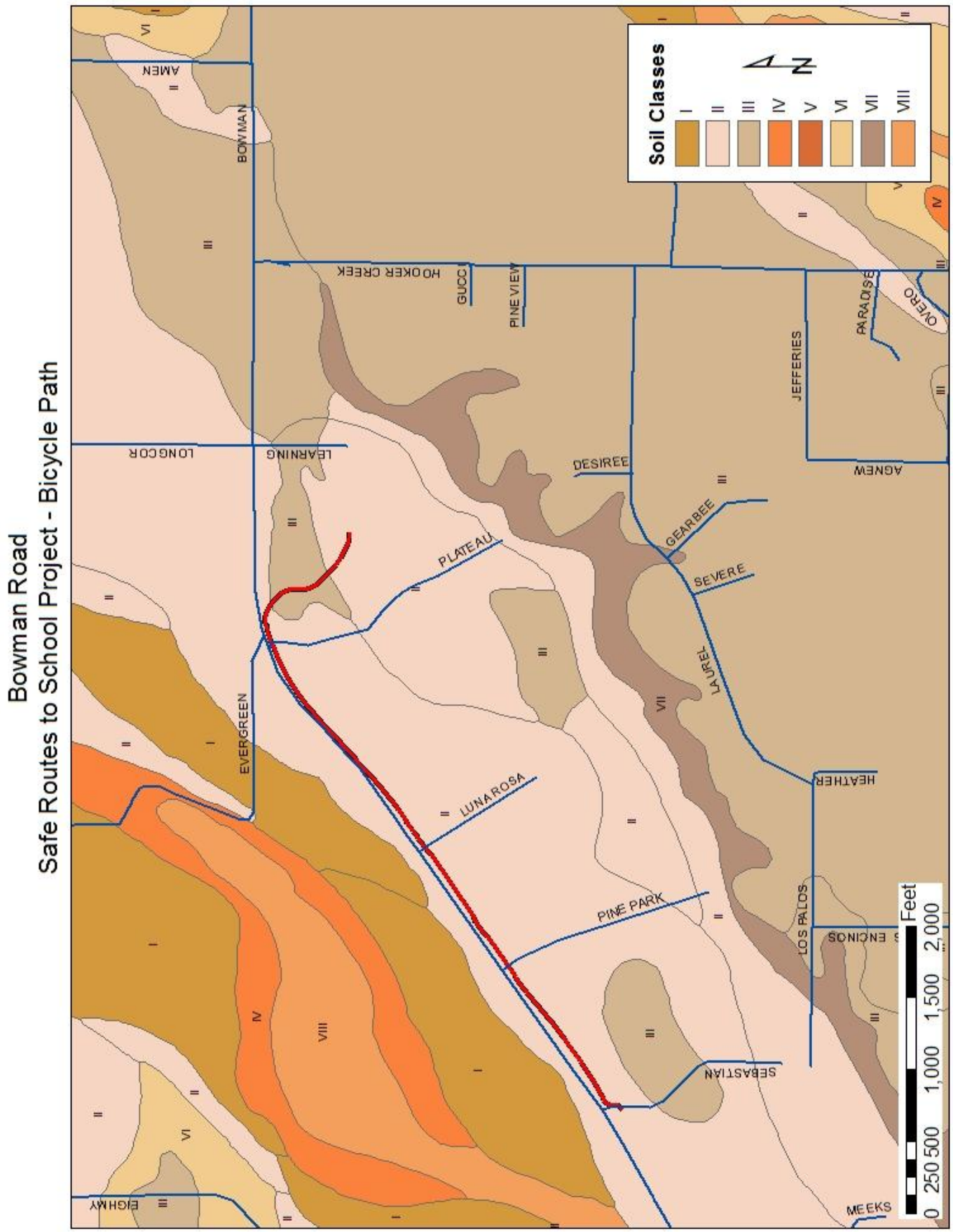


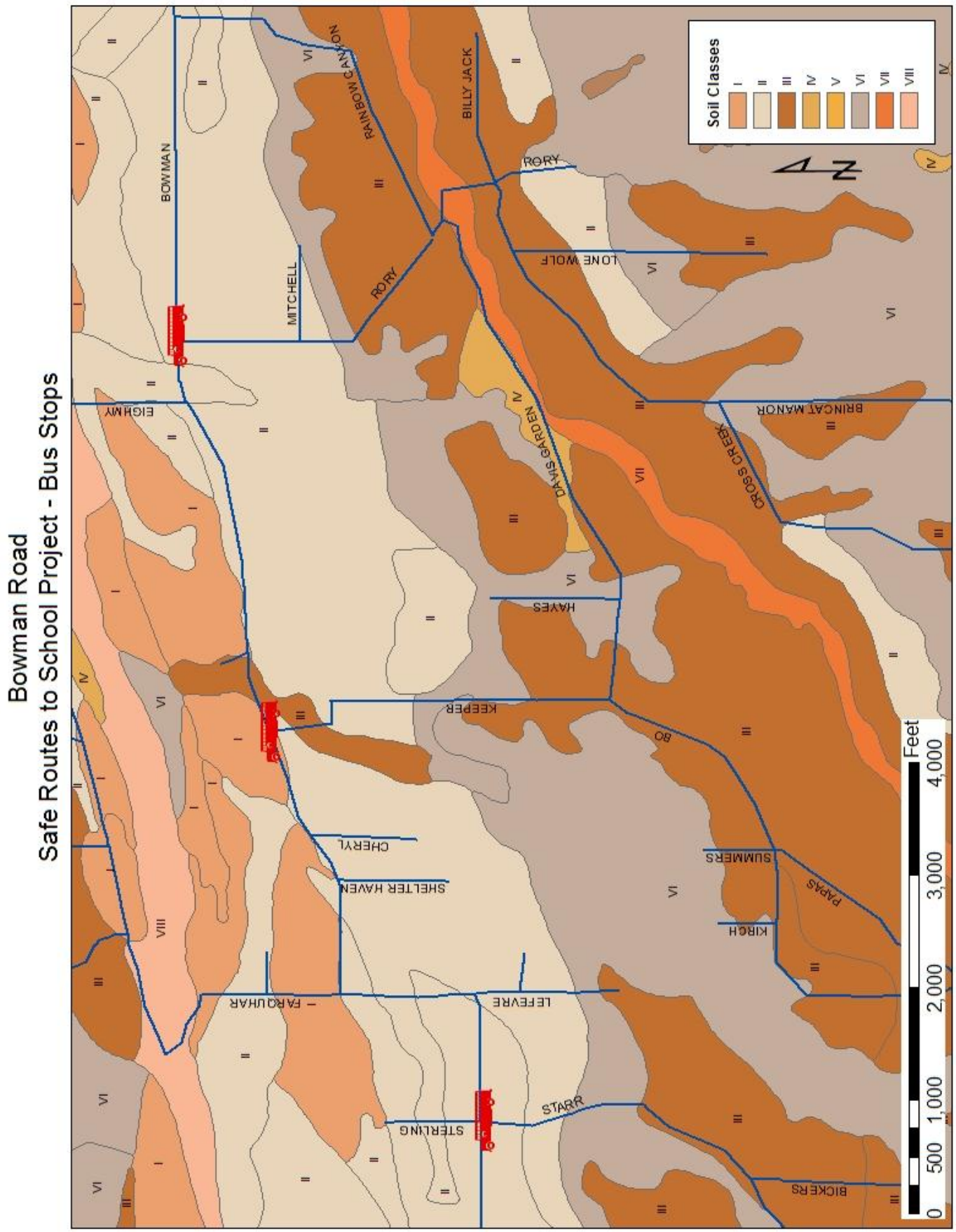
Bowman Road
Safe Routes to School Project - Bicycle Path



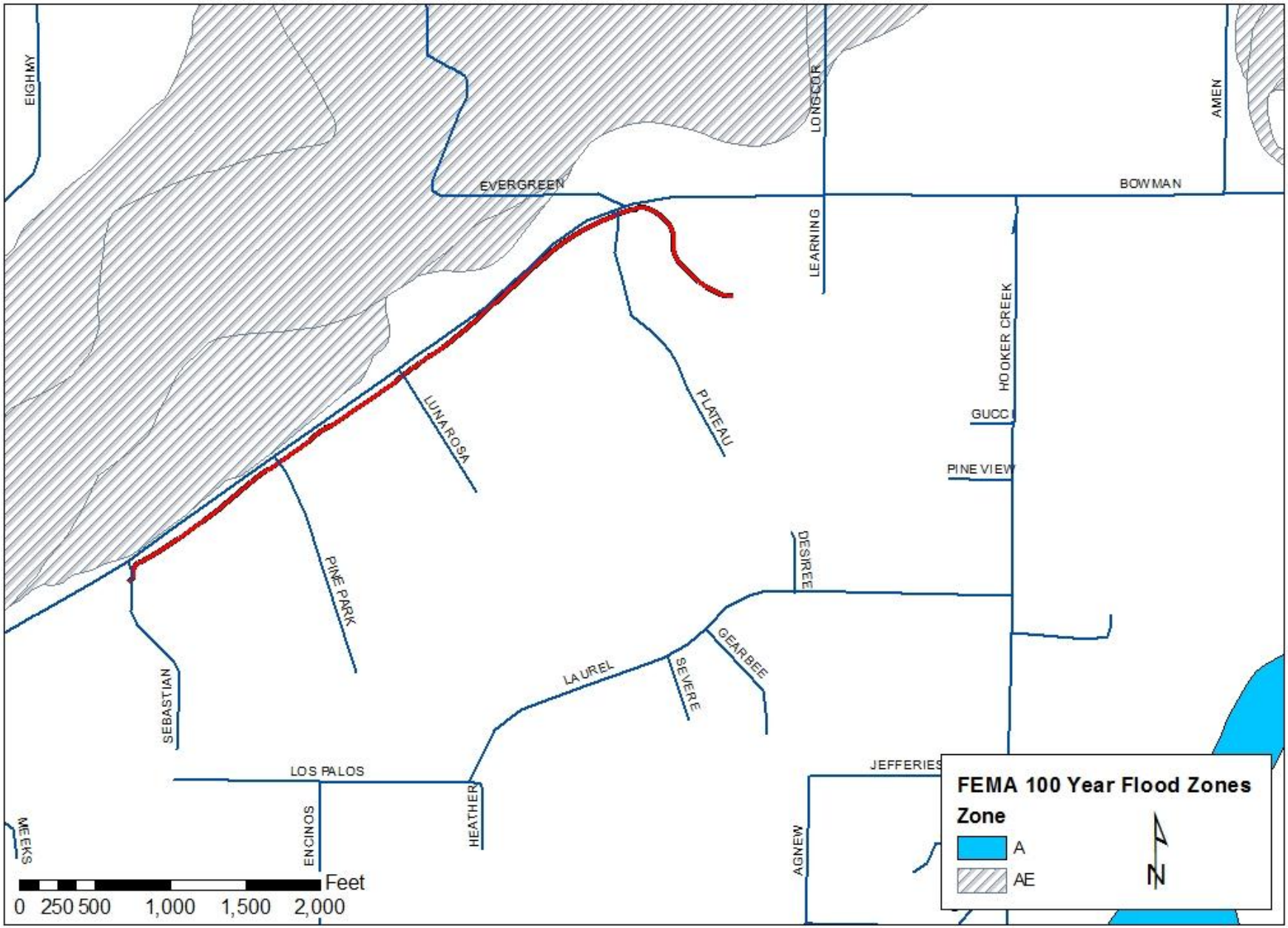
Bowman Road
Safe Routes to School Project - Bus Stops



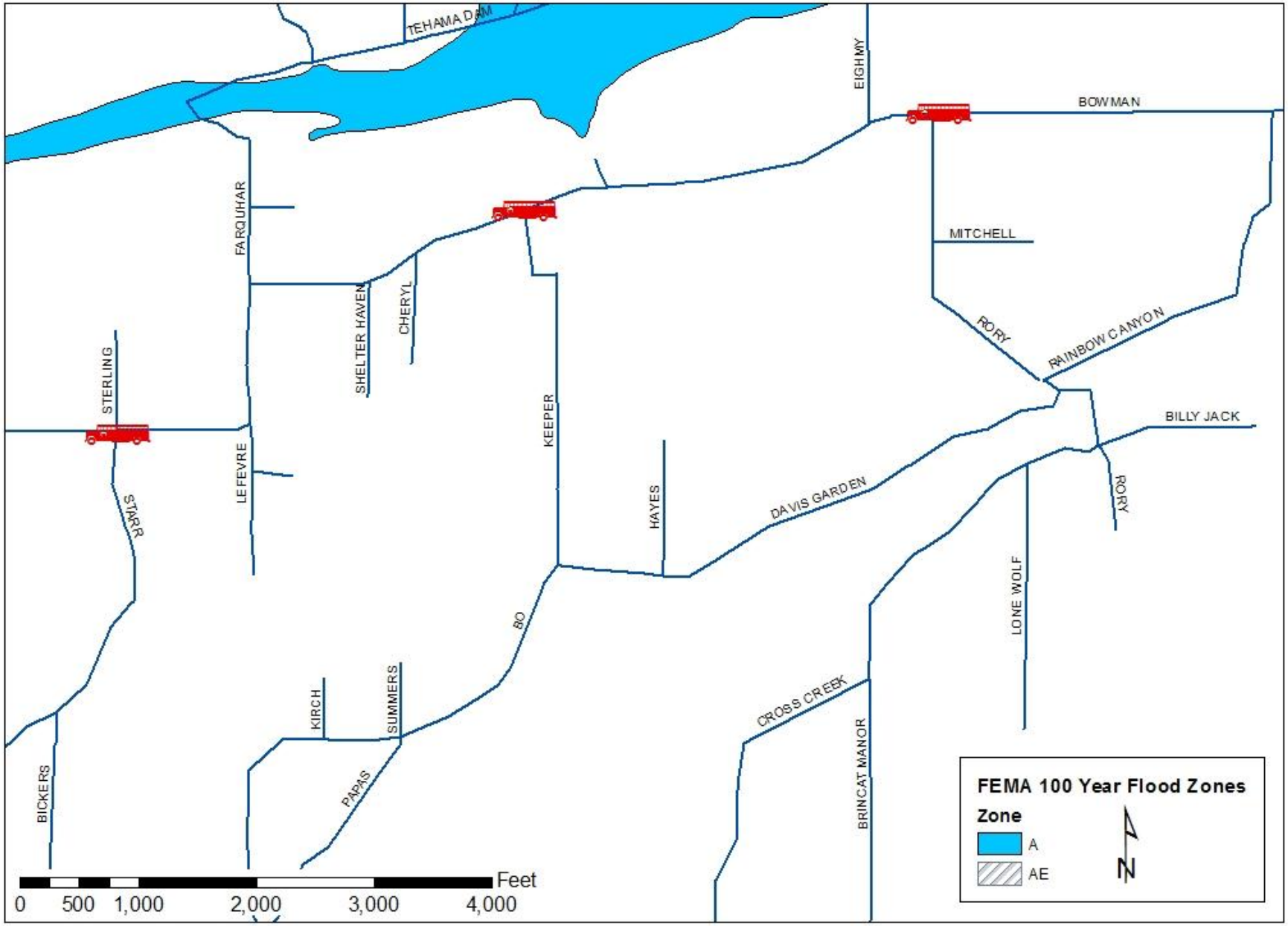

Bowman Road
Safe Routes to School Project - Bicycle Path
Soil Classes
I
II
III
IV
V
VI
VII
VIII
N
Feet
0 250 500 1,000 1,500 2,000
BOWMAN
AMEN
HOOKER CREEK
GUCCI
PINE VIEW
JEFFERIES
PARADISE
OVERO
AGNEW
LONGCOR
LEARNING
DESIREE
GEARBEE
SEVERE
PLATEAU
LAUREL
EVERGREEN
LUNAROSA
PINE PARK
HEATHER
LOS PALOS
SEBASTIAN
EIGHMY
MEEKS


Bowman Road
Safe Routes to School Project - Bus Stops
Soil Classes
I
II
III
IV
V
VI
VII
VIII
N
Feet
0
500
1,000
2,000
3,000
4,000
BOWMAN
RAINBOW CANYON
BILLY JACK
RORY
MITCHELL
LONE WOLF
EIGHMY
DAVIS GARDEN
CROSS CREEK
BRINCAT MANOR
HAYES
KEEPER
CHERYL
SHELTER HAVEN
FARQUHAR
LEFEVRE
STERLING
STARR
SUMMERS
PAPAS
KIRCH
BICKERS

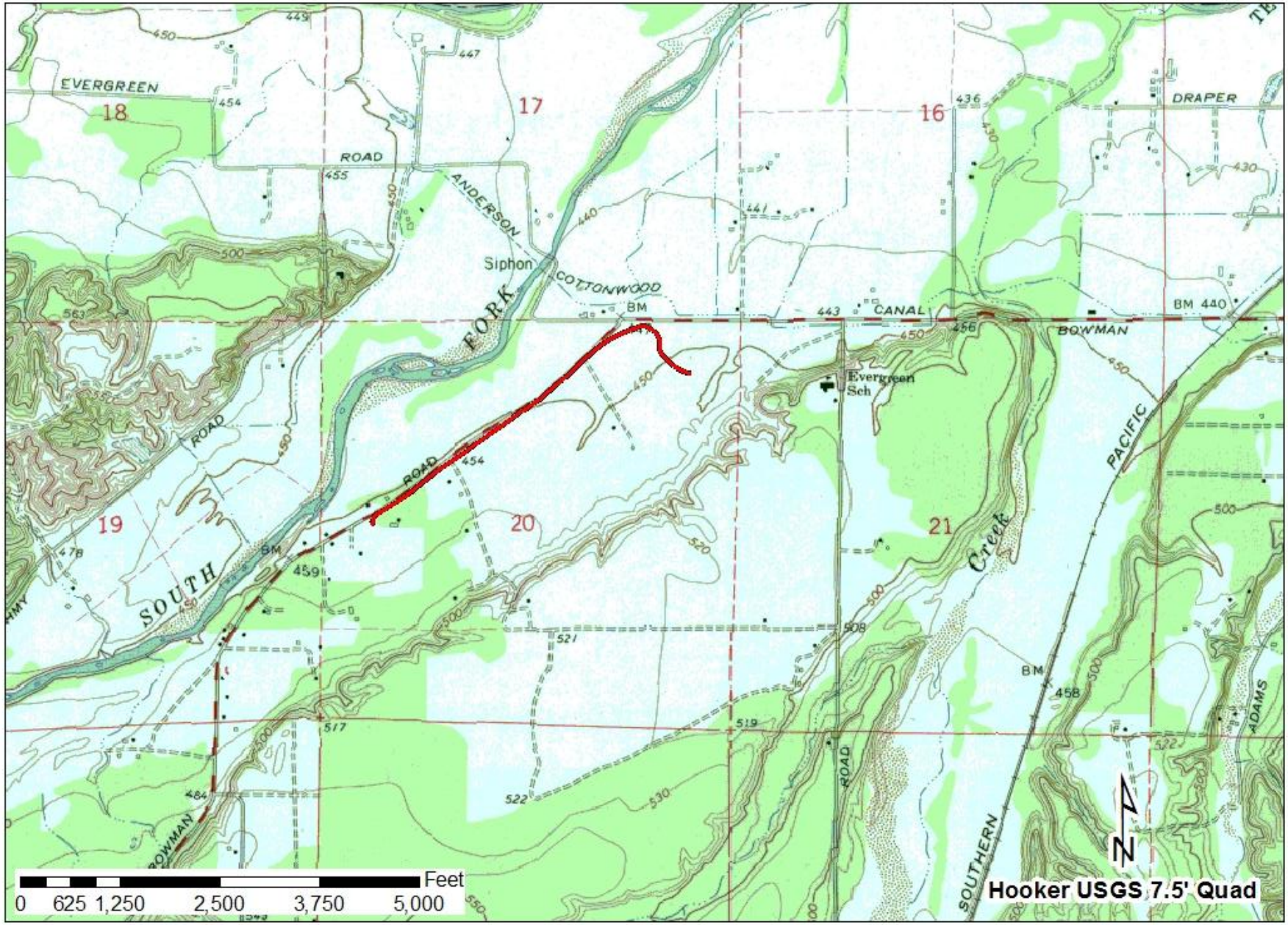
Bowman Road
Safe Routes to School Project - Bicycle Path



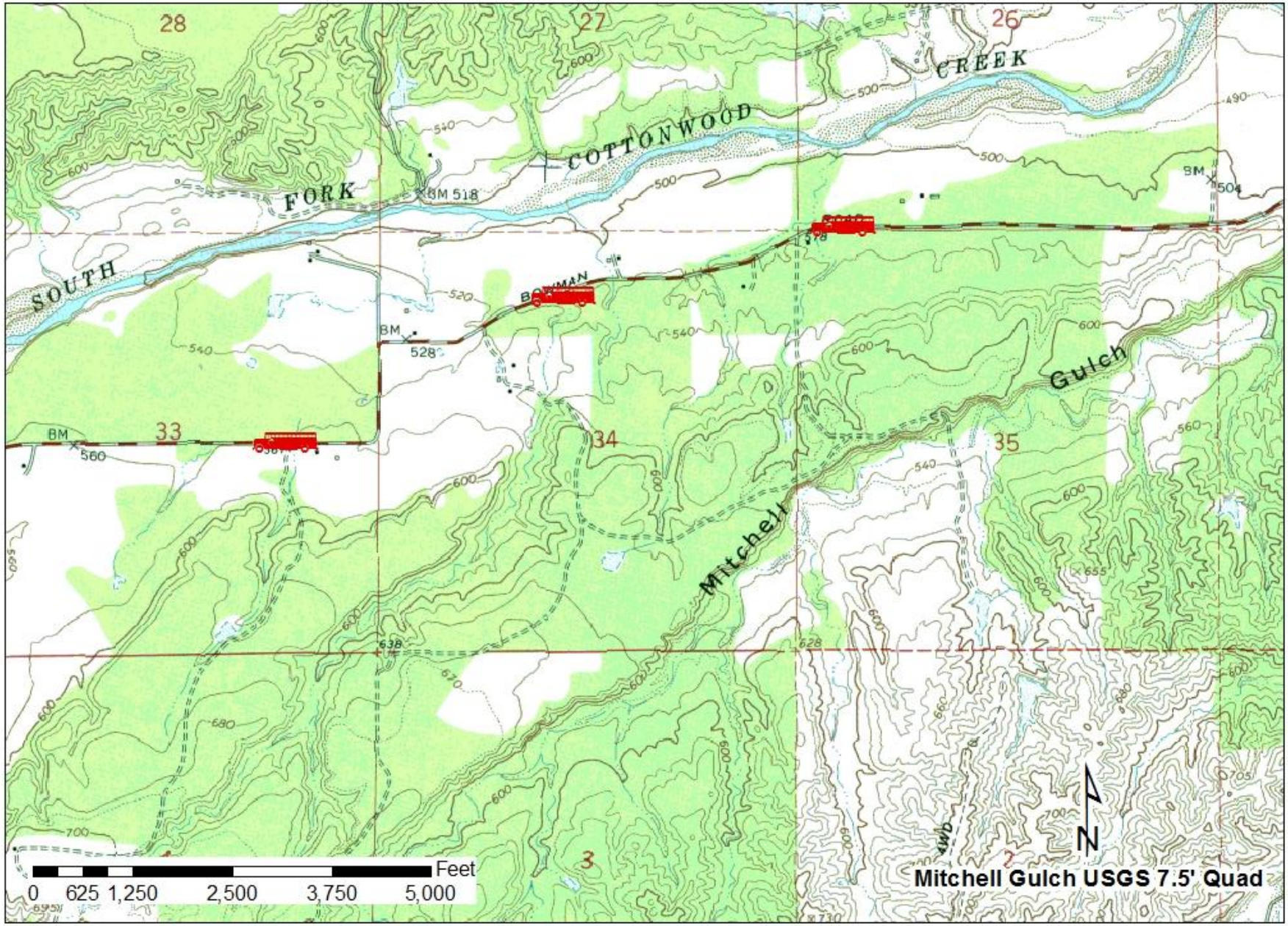
Bowman Road
Safe Routes to School Project - Bus Stops



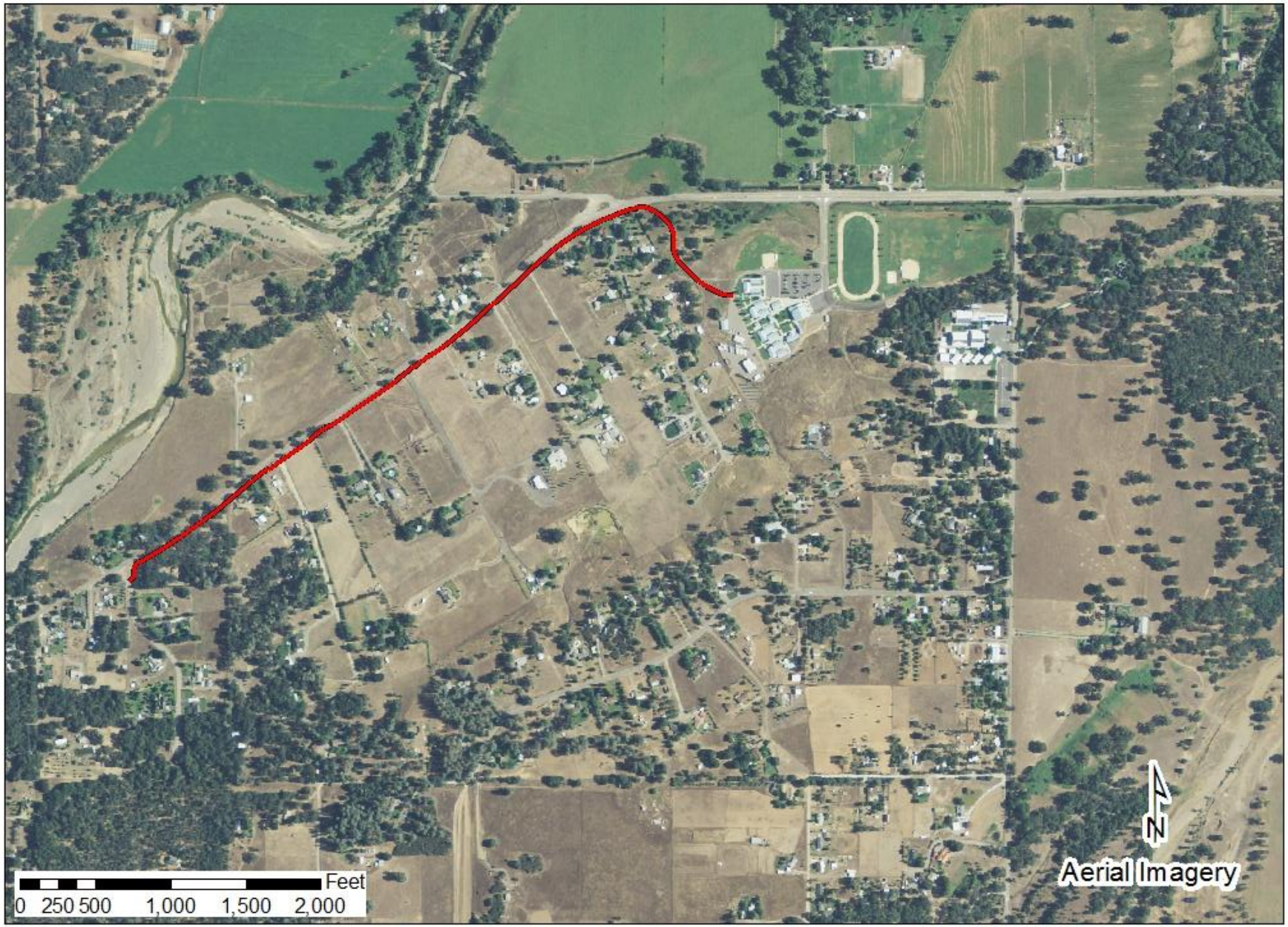
Bowman Road
Safe Routes to School Project - Bicycle Path



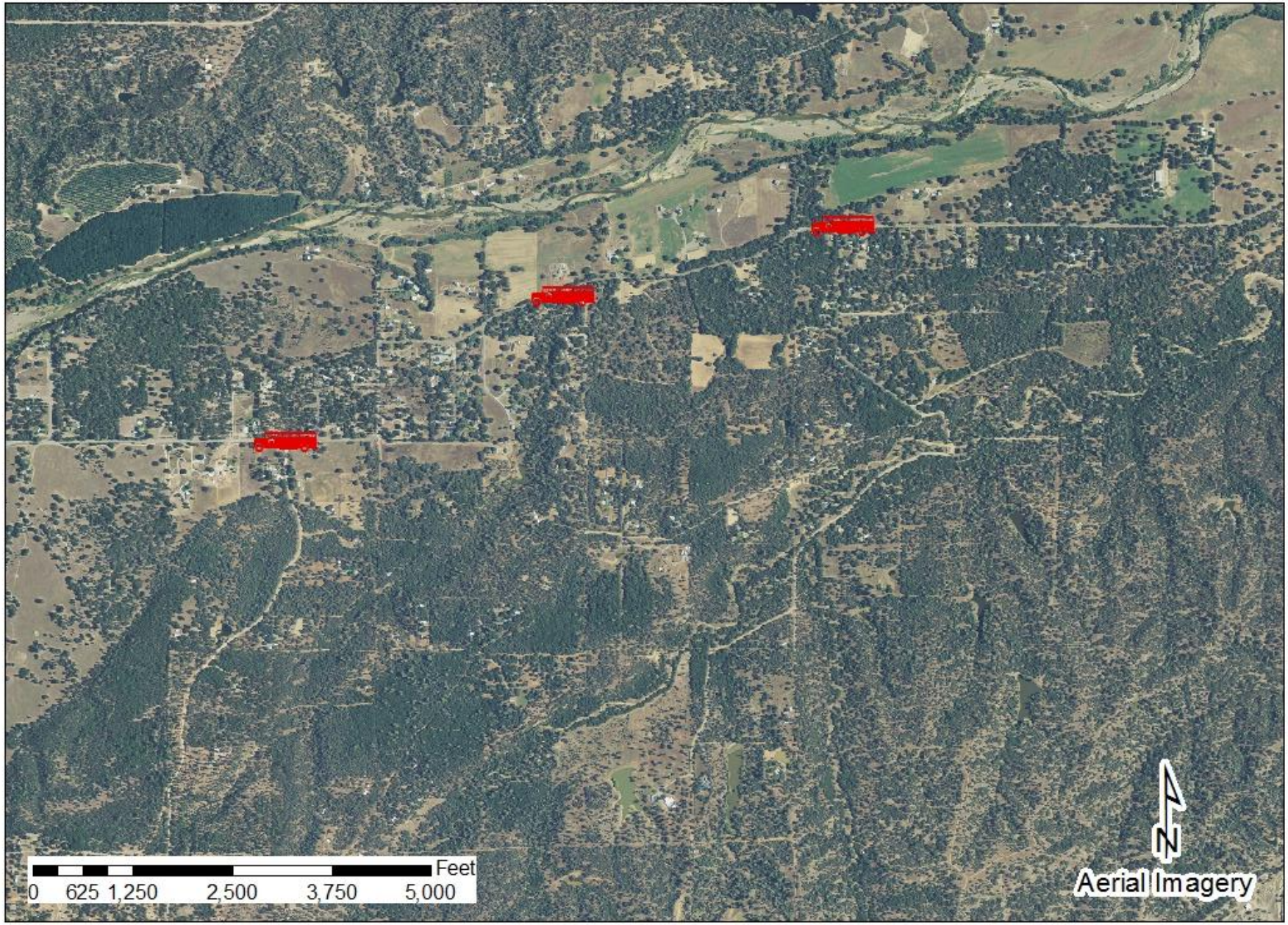
Bowman Road
Safe Routes to School Project - Bus Stops

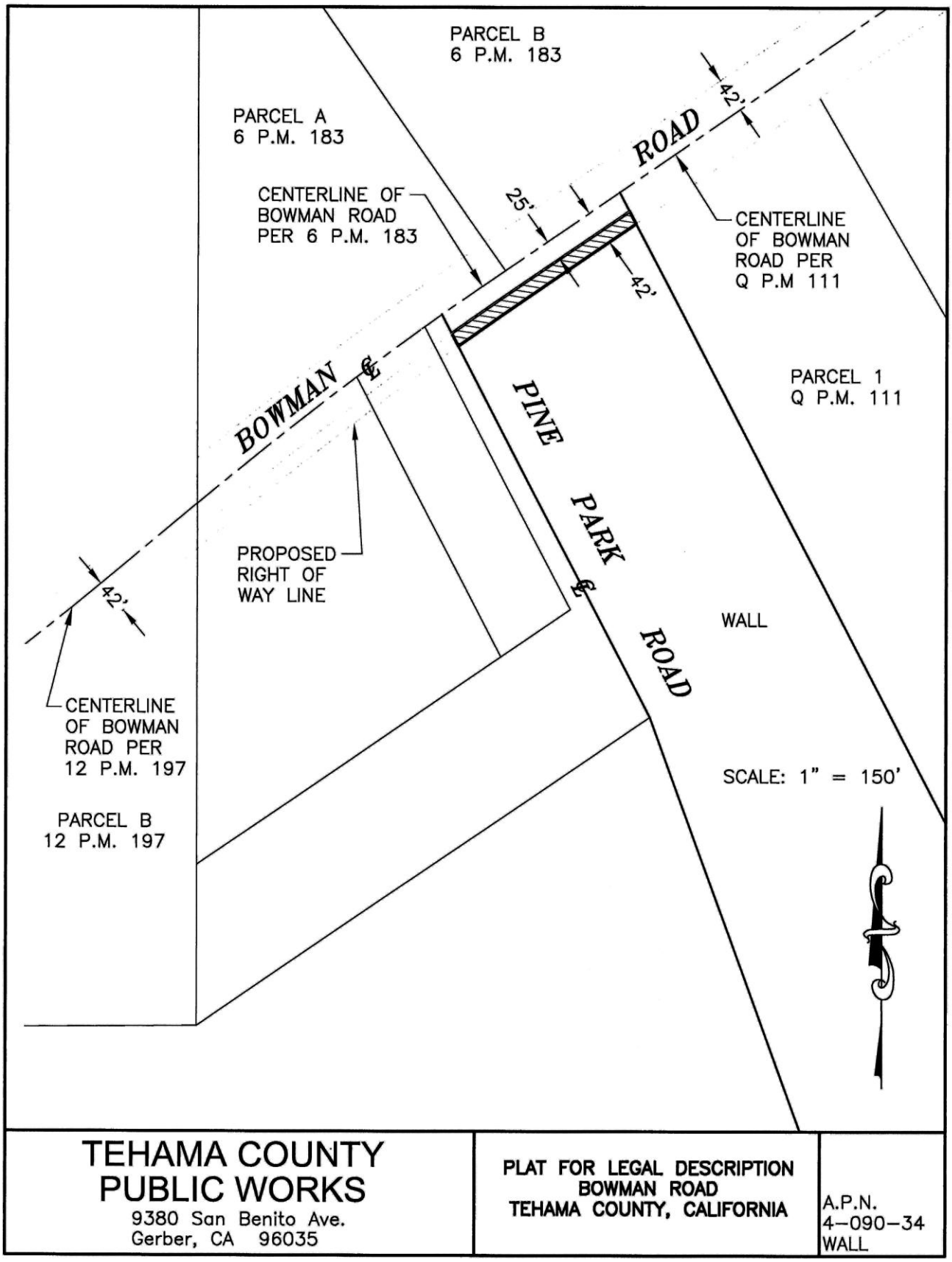


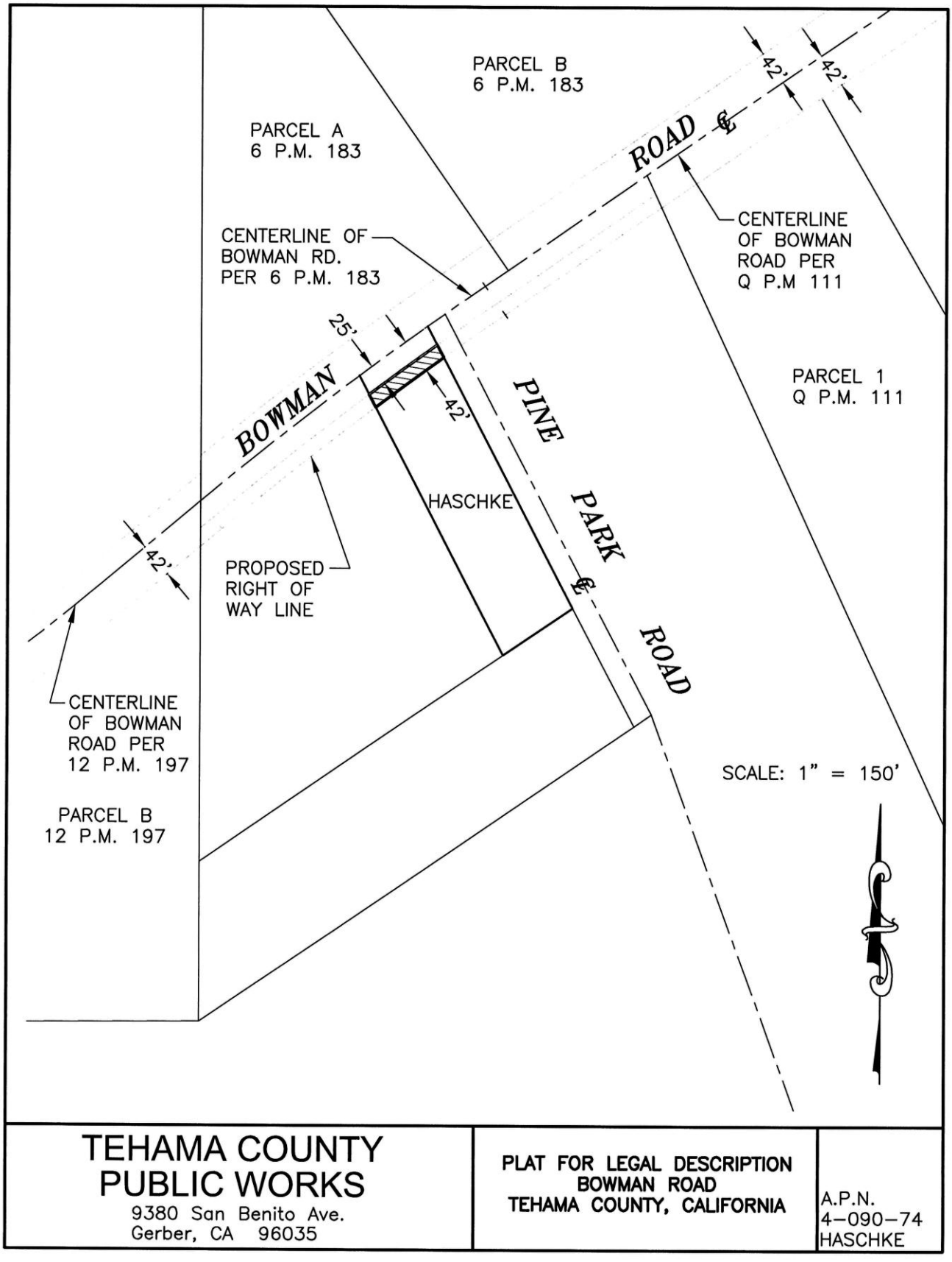
Bowman Road
Safe Routes to School Project - Bicycle Path

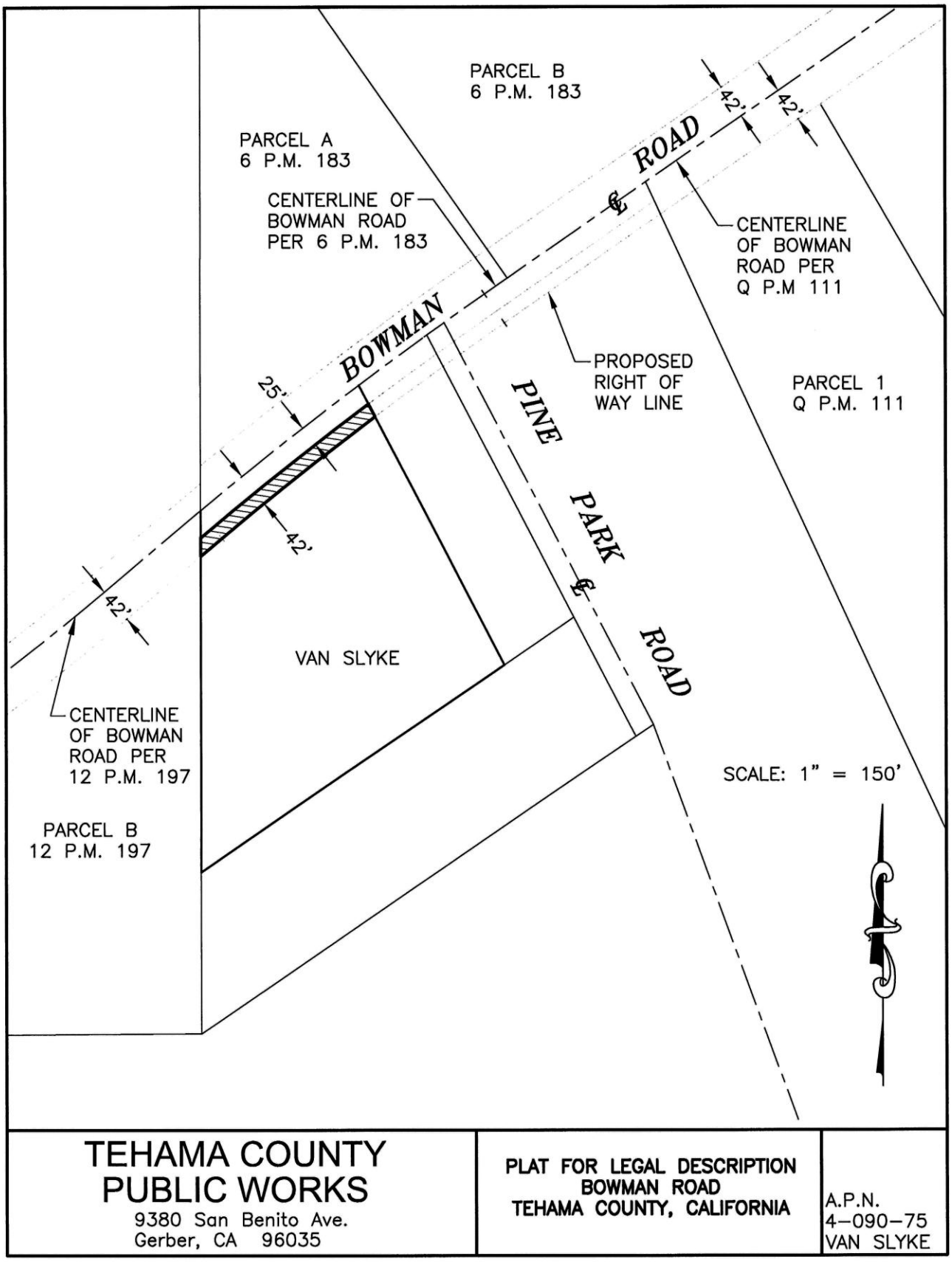


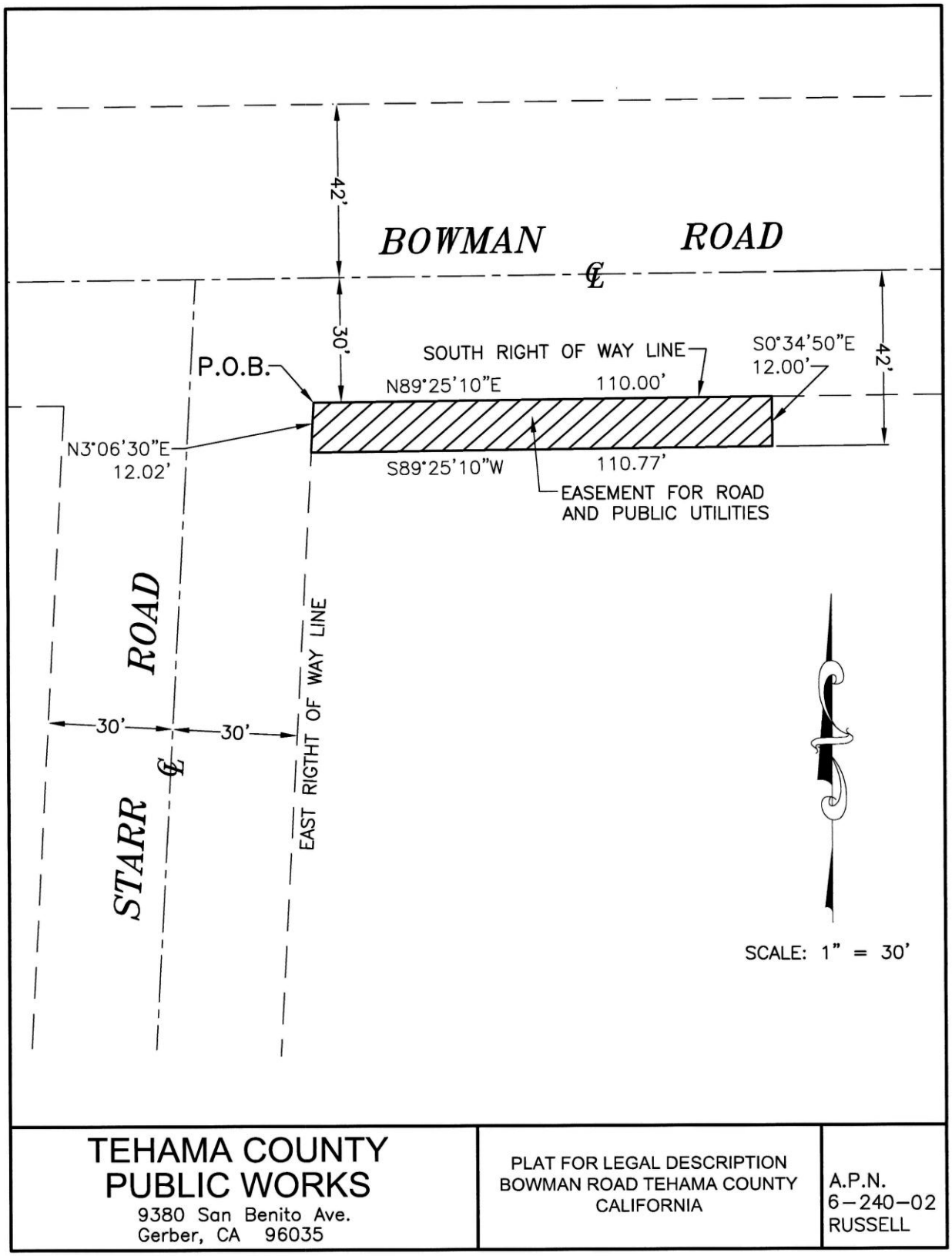
Bowman Road
Safe Routes to School Project - Bus Stops



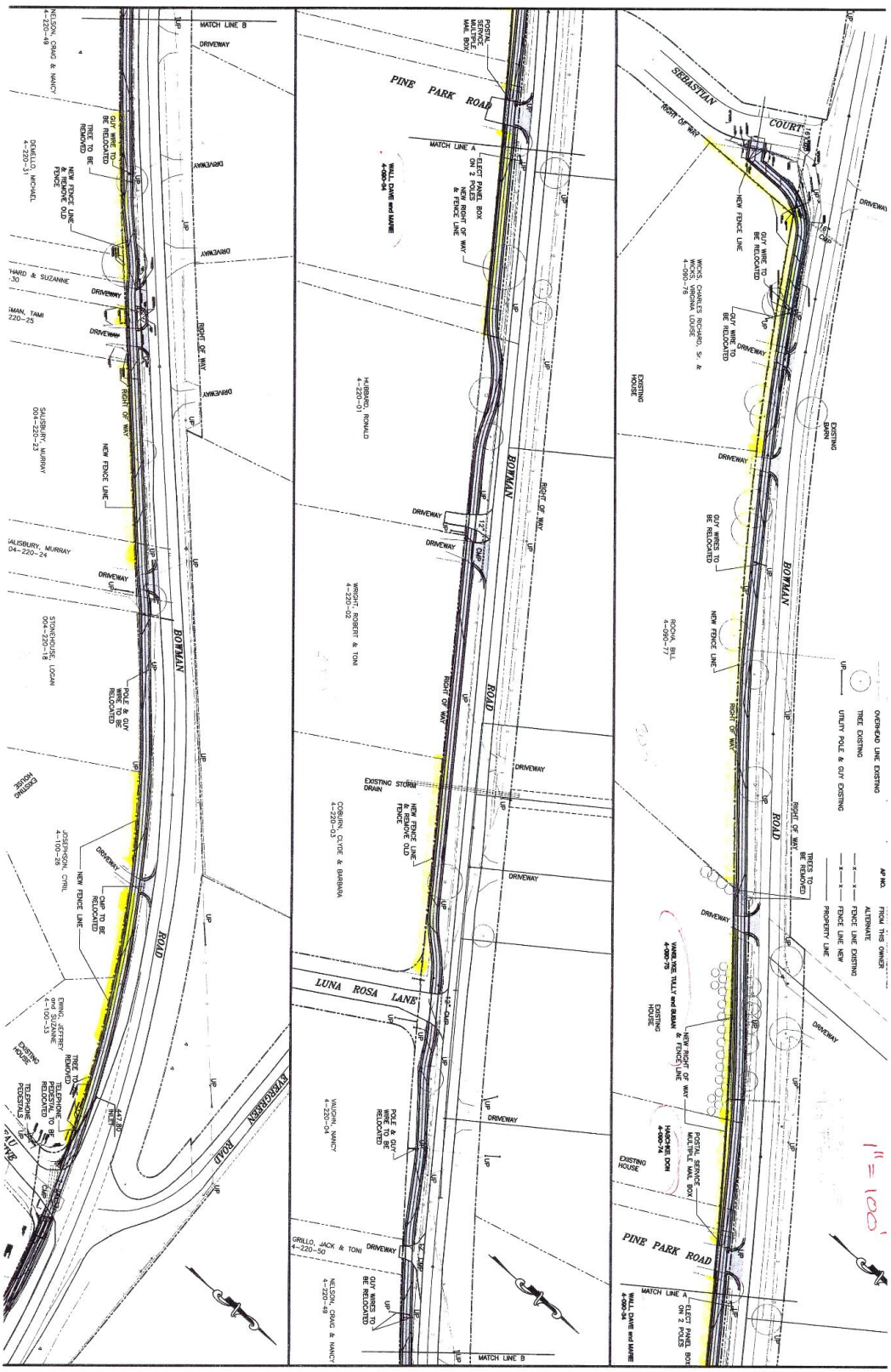

PARCEL B
6 P.M. 183
PARCEL A
6 P.M. 183
42'
ROAD
CENTERLINE OF
BOWMAN ROAD
PER 6 P.M. 183
25'
CENTERLINE
OF BOWMAN
ROAD PER
Q P.M 111
42'
BOWMAN
PARCEL 1
Q P.M. 111
PINE PARK
ROAD
PROPOSED
RIGHT OF
WAY LINE
WALL
42'
CENTERLINE
OF BOWMAN
ROAD PER
12 P.M. 197
PARCEL B
12 P.M. 197
SCALE: 1" = 150'
TEHAMA COUNTY
PUBLIC WORKS
9380 San Benito Ave.
Gerber, CA 96035
PLAT FOR LEGAL DESCRIPTION
BOWMAN ROAD
TEHAMA COUNTY, CALIFORNIA
A.P.N.
4-090-34
WALL


PARCEL B
6 P.M. 183
PARCEL A
6 P.M. 183
42'
42'
ROAD ℄
CENTERLINE OF
BOWMAN RD.
PER 6 P.M. 183
CENTERLINE
OF BOWMAN
ROAD PER
Q P.M 111
25'
BOWMAN
42'
PINE PARK ℄ ROAD
PARCEL 1
Q P.M. 111
HASCHKE
42'
PROPOSED
RIGHT OF
WAY LINE
CENTERLINE
OF BOWMAN
ROAD PER
12 P.M. 197
PARCEL B
12 P.M. 197
SCALE: 1" = 150'
TEHAMA COUNTY
PUBLIC WORKS
9380 San Benito Ave.
Gerber, CA 96035
PLAT FOR LEGAL DESCRIPTION
BOWMAN ROAD
TEHAMA COUNTY, CALIFORNIA
A.P.N.
4-090-74
HASCHKE


PARCEL B
6 P.M. 183
PARCEL A
6 P.M. 183
CENTERLINE OF
BOWMAN ROAD
PER 6 P.M. 183
BOWMAN ROAD
℄
42'
42'
CENTERLINE
OF BOWMAN
ROAD PER
Q P.M 111
PROPOSED
RIGHT OF
WAY LINE
PARCEL 1
Q P.M. 111
25'
42'
PINE PARK ROAD
℄
42'
VAN SLYKE
CENTERLINE
OF BOWMAN
ROAD PER
12 P.M. 197
PARCEL B
12 P.M. 197
SCALE: 1" = 150'
TEHAMA COUNTY
PUBLIC WORKS
9380 San Benito Ave.
Gerber, CA 96035
PLAT FOR LEGAL DESCRIPTION
BOWMAN ROAD
TEHAMA COUNTY, CALIFORNIA
A.P.N.
4-090-75
VAN SLYKE



TEHAMA COUNTY PUBLIC WORKS 9380 San Benito Ave. Gerber, CA 96035	PLAT FOR LEGAL DESCRIPTION BOWMAN ROAD TEHAMA COUNTY CALIFORNIA	A.P.N. 6–240–02 RUSSELL


PINE PARK ROAD
SEBASTIAN COURT
BORMAN ROAD
LUNA ROSA LANE
TAMARRON ROAD
MATCH LINE A
MATCH LINE B
DRIVEWAY
NEW FENCE LINE
GUY WIRE TO BE RELOCATED
TREE TO BE REMOVED
POSTAL SERVICE MULTIPLE MAIL BOX
ELECT PANEL BOX ON 2 POLES
EXISTING HOUSE
EXISTING BARN
EXISTING STORM DRAIN
TELEPHONE PEDESTAL TO BE RELOCATED
OVERHEAD LINE EXISTING
TREE EXISTING
UTILITY POLE & GUY EXISTING
FENCE LINE EXISTING
FENCE LINE NEW
PROPERTY LINE
1" = 100'

EVALUATION OF ENVIRONMENTAL IMPACTS

This section discusses potential environmental impacts associated with approval of the proposed project.

The following guidance, adapted from Appendix G of the State CEQA Guidelines, was followed in answering the checklist questions:

1. A brief explanation is required for all answers except "*No Impact*" answers that are adequately supported by the information sources cited following each question. A "*No Impact*" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "*No Impact*" answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers will indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "*Potentially Significant Impact*" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "*Potentially Significant Impact*" entries when the determination is made, an EIR is required.

4. "*Negative Declaration: Less Than Significant With Mitigation Incorporated*" applies where the incorporation of mitigation measures has reduced an effect from "*Potentially Significant Impact*" to a "*Less Than Significant*" impact. The mitigation measures, and a brief explanation as to how they reduce the effect to a less than significant level will follow each issue section (mitigation measures from "Earlier Analyses," may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. §15063(c)(3)(d). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where they are available for review.

    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Incorporated into the checklist are references to information sources for potential impacts (e.g., all elements of the general plan, zoning ordinances). A Numerical Reference List is attached and other sources used or individuals contacted may be cited in the discussion at the end of each section.

7. The explanation of each issue will identify the significance criteria or threshold, if any, used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significant.

EARLIER ANALYSES.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. [§15063(c)(3)(D)].

__X__ NO EARLIER ANALYSIS USED.

In this case, a discussion of issues will identify the following:

a) **Earlier analyses used.** Identify earlier analyses and state where they are available for review.

b) **Impacts adequately addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) **Mitigation measures.** For effects that are *Less than Significant with Mitigation Incorporated,* describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
I. AESTHETICS *Would the project:*							
a. Have a substantial adverse effect on a scenic vista? *No scenic vistas are identified in the area.*							X
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? *Large outcroppings of rock, mature tree, and historic buildings are not within the projects limits.*							X
c. Substantially degrade the existing visual character or quality of the site and its surroundings? *Issue covered in below discussion.*							X
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? *There are no receptors of light or glare around the project area.*							X

Discussion: Aesthetic effects relate to obstruction of scenic vistas or views, creation of a negative aesthetic effect, and creation of light or glare. The issue of aesthetics can be extremely subjective, however, there are accepted standards that the majority of the public can agree on, particularly when related to road construction. Standards address view obstructions, needless removal of trees, "scarring" from grading, landscaping, sign clutter and street lighting. Another important criterion for visual impacts is visual consistency. Project design should be consistent with natural surroundings and adjacent land uses.

The project is comparatively small in scale and compatible with the surrounding neighborhood. During the construction process, some limited visual impacts will occur. However, these are temporary and an expected component of the construction process.

Six non-native landscape trees along a driveway between Sebastian Court and Pine Park Road will be removed, though the setting, size of the plants, and the rural nature of the surrounding area is such that there would be no visual aesthetic impact. The only native tree to be removed is a young oak tree (Blue Oak; Quercus douglasii). The tree is in within the right-of-way, necessitating its removal.

Upon completion of the project, the improvements would likely ameliorate the existing visual character and quality of the area. It is not expected to create any significant impacts relative to aesthetic issues.

Conclusion: No Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
II. AGRICULTURAL RESOURCES *Would the project*:							
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? *Issue covered in below discussion.*							X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? *There are no lands in the project area under Williamson Act contract.*							X
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? *No agricultural lands or production are located in the project area.*							X

Discussion: The project proposes bicycle and bus stop facilities along an established right-of-way. The dimensions of the facilities would not be sufficient to disrupt the existing land use patterns. Adjacent lands are primarily of a rural residential nature. No agricultural lands are found within the project boundaries. There are no parcels within the project site that are under an agricultural preserve contract (Williamson Act). The current General Plan (2008-2028) designates the project area as General Plan: RS; Rural Residential - Small Lot and P; Public Facility.

The area is not in current agricultural production, nor is it listed as prime or unique importance (California Resources Agency: Farmland Mapping and Monitoring Program). The U.S. Department of Agriculture and the California Department of Conservation have become involved with analyzing farmland losses. In 1975, the U.S. Department of Agriculture, Natural Resources Conservation Service (formerly the Soil Conservation Service) (USDA-NRCS) initiated a mapping program to generate agricultural resource maps based on soil quality and land use across the nation. In 1982, California created the Farmland Mapping and Monitoring Program (FMMP) within the Department of Conservation to carry on the mapping activity from USDA-NRCS on a continuing basis (State of California, 1996). The FMMP maps "Important Farmlands" based on the following parameters: 1) qualifying soil types; and 2) if current land uses consist of irrigated agriculture.
The following FMMP categories are present on the project site:

Farmland of Local Importance (L)

Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

Tehama County (L) Definition:

All lands which are not included in Prime, Statewide, or Unique and are cropped continuously or on a cyclic basis (irrigation is not a factor). Also, all lands included in the L category which have soil mapping units listed for Prime or Statewide and which are not irrigated.

Urban and Built-up Land (D)

Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre

parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

Other Land (X)

Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

Conclusion: No Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
III. AIR QUALITY. *Would the project:*							
a. Conflict with or obstruct implementation of the applicable air quality plan? *Issue covered in below discussion.*							X
b. Violate any air quality standard or contribute to an existing or projected air quality violation? *This project does not create an air quality violation.*							X
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors? *Issue covered in below discussion.*							X
d. Expose sensitive receptors to substantial pollutant concentrations? *No receptors beyond what is already affected by existing facilities.*							X
e. Create objectionable odors affecting a substantial number of people? *No odors will result because of this project.*							X

Discussion: Based on air quality data from 2006-2008, the United States Environmental Protection Agency finalized a new partial-county area designated as "nonattainment" under the 2008 Ozone National Ambient Air Quality Standards. However, this pertains only to the Tuscan Buttes area of Tehama County, located approximately 14 miles away from the project site.

Vehicle and equipment exhaust emissions, and fugitive dust emissions generated during the construction process will not constitute or contain substantial pollutant concentrations, and would be controlled through various state and local air quality regulations including regulations for stationary and mobile diesel equipment, and fugitive dust. Emissions resulting from vehicle traffic will be reduced upon completion of the project by reducing the number of parents driving children to and from school using single occupancy vehicles. There would be no increase in bus traffic, as the improvements to the bus route only involve the stops themselves. There are no increases in bus trips related to this project.

The project is not expected to create any other significant impacts related to air quality issues.

Conclusion: No Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
IV. BIOLOGICAL RESOURCES *Would the project:*							
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? *Issue covered in below discussion.*							X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? *Issue covered in below discussion.*							X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? *Issue covered in below discussion.*							X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? *Issue covered in below discussion.*							X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? *This project is consistent with the recommendations set forth in the Tehama County Oak Woodland Management Plan (January 2005). No other known policies are established which affect this project as they relate to protecting biological resources.*							X
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or state habitat conservation plan? *No known local, regional, or state policies are established which affect this project as they pertain to habitat conservation.*							X

Discussion: Oak Woodlands as they are described in Tehama County's Oak Woodland Management Plan are defined by the California Department of Fish and Game's Wildlife Habitat Relations Classification System (WHR). The project area is in an area that is within the Blue Oak/Foothill Pine Woodland natural community. However, the project site is mostly characterized by rural residential development. In the vicinity of the school the bicycle path crosses through a small swath of oak species, with Blue Oak (*Quercus douglasii*) the predominant species at this spot. The understory here is a mix of predominantly non-native bromes and Star Thistle (*Centaurea solstitialis*). The bicycle path along Bowman consists mostly of non-native grasses

and weeds; introduced ornamental and landscaping plants, and Gray pine (*Pinus sabiniana*) and various oak trees (*Quercus spp.*). The vicinity of the bus stops is characterized by species common to the Blue Oak/Foothill Pine Woodland natural community, including Manzanita (*Arctostaphylos spp.*), Oak (*Quercus spp.*), Gray pine (*Pinus sabiniana*), Pipevine (*Aristolochia californica*, and Poison Oak (*Toxicodendron diversilobum*). During a visit to the project site, no sensitive species or habitats were identified. The project will not require the removal of any trees other than those necessary for construction. These are as follows:

- Six non-native landscape trees along a driveway between Sebastian Court and Pine Park Road (8-10").
- One small oak tree along with a telephone riser where the Bicycle Path crosses Plateau Drive.

No mature native trees will be removed. Any tree removal will be done between September and March to avoid nesting season.

Small drainage ditches exist along certain portions of the project site. Culverts exist in those areas where the roadway and driveways cross over these channels. No natural perennial, intermittent or ephemeral streams flow through or in the vicinity of the project site, and no disturbances of or alterations to any such waterways would therefore result from this project.

No indicators of wetlands were noted during a visit to the project site. A search of the U.S. Fish & Wildlife Services' National Wetlands Inventory database and the California Department of Fish & Game's Vernal Pools Maps revealed no identified sensitive areas on the project site.

Conclusion: No Impact

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
V. CULTURAL RESOURCES *Would the project:*							
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? *Issue covered in below discussion.*					X		
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? *Issue covered in below discussion.*					X		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? *No unique paleontological resources or unique geologic features are known to exist in the project vicinity.*							X
d. Disturb any human remains, including those interred outside of formal cemeteries? *Issue covered in below discussion.*							X

Discussion: Prehistoric Resources: According to our records, no sites of this type have been recorded in the project area. However, there are eight recorded sites of this type located within a half mile radius of the project vicinity. These cultural resources consist of: middens, scatters of lithic flakes and tools, groundstone fragments, flakes, cores, and mortars. The project area is located in an area utilized by ethnographic Nomlaki populations. Unrecorded resources of this type may be located in the project area.

Historic Resources: According to our records, no sites of this type have been recorded in the project area. However, there are three recorded sites within a half mile radius of the project vicinity. These cultural resources consist of habitation debris, rock lined wells and refuse scatters. The project area is located west of the Jelly Ferry historic gold mining district.

The USGS Anderson 15' quad map (1947) indicates Bowman Road, Hooker Creek Road, Southern Pacific Railroad, South Fork Cottonwood Creek, Mitchell Gulch, canals, roads, and structures are located in the project vicinity. The USGS Red Bluff 1:250,000 quad map (1894) indicates the community of Hooker, the Southern Pacific Railroad, Nine Mile House, and roads are located in the project vicinity. Unrecorded resources of this type may be located in the project area.

Tehama County was the home of the Nomi Lackee Indian Reservation, established in 1854 by the United States government, to provide a home for displaced Native Americans as Euroamericans settled the land. Approximately 300 to 2,500 Native Americans lived there until 1866, when they were moved to Round Valley in Mendocino County.

Previous Archaeological Investigations: According to our records, a portion of the project has been surveyed by a professional archaeologist, the report is listed below:
Johnson, Jerald J., and Dorothea J. Theodoratus (CSU Sacramento); 1984 ***Cottonwood Creek Project, Shasta and Tehama Counties, California, Tehama Lake Intensive Cultural Resources Survey.*** IC Report 716; 113 Resources.
Literature Search: Reviewed were the official records and maps for archaeological sites and surveys in Tehama County. Also reviewed were the ***National Register of Historic Places - Listed properties and Determined Eligible Properties*** (2011), ***California Register of Historical Resources*** (2011), ***California Points of Historical Interest*** (2011), ***California Inventory of Historic Resources*** (1976), California Historical Landmarks (2011), ***Handbook of North American Indians, Vol. 8, California*** (1970), ***Historic Spots in California*** (2002), ***USGS Red Bluff Quad Map*** (1894), and ***Directory of Properties in the llistoric Property Data File for Tehama County*** (2011).

Unrecorded prehistoric and/or historic resources may be located in the project area. As a result, the following condition is placed on this project:

Condition V-#1:
CULTURAL RESOURCES PROTECTION: The following Note shall be included on an informational page of the Final Map, "Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to ensure no significant impacts occur and reduce any archaeological impact to a less than significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the location, and photographing the resource. The project contractor shall implement all mitigation measures recommended by the archeologist to avoid adverse impacts to the resource. Since no archeological resources are expected in the project area, more specific mitigation measures cannot feasibly developed unless and until any unforeseen resource is actually discovered and evaluated. In addition, pursuant to §5097.98 of the State Public Resources Code, and §7050.5 of the State Health Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains."

Conclusion: Less Than Significant Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
VI. GEOLOGY AND SOILS *Would the project:*							
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: *Issue covered in below discussion.*							X
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? *Issue covered in below discussion.*							X
ii. Strong seismic ground shaking? *Issue covered in below discussion.*							X
iii. Seismic-related ground failure, including liquefaction? *Issue covered in below discussion.*							X
iv. Landslides? *Issue covered in below discussion.*							X
b. Result in substantial soil erosion or the loss of topsoil? *No substantial topsoil loss will result from this project.*							X
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? *Issue covered in below discussion.*							X
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1194), creating substantial risks to life or property? *Issue covered in below discussion.*							X
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? *Issue covered in below discussion.*							X

Discussion: The project area is not historically subject to strong seismic events. The project area is not on or near any principal fault zoned under the Alquist-Priolo Earthquake Fault Zoning Act (Special Publication 42 - Fault Rupture Hazard Zones in California – California Department of Conservation - California Geologic Survey).
The project area is not on or near any areas shown on maps of listed areas under The Seismic Hazards Mapping Act. This act was passed in 1990, to address non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides.

The project area is not in or near any known Geologic Hazard Abatement District (GHAD) as enabled by the Beverly Act of 1979 (SB 1195) for reducing hillslope hazards.

A Geographic Information Systems analysis was done of soils for the area using 2006 Soil Survey Geographic (SSURGO) database for Tehama County, California (ca645); National Soil Information System (NASIS); U.S. Department of Agriculture, Natural Resources Conservation Service National Soil Survey Center (NRCS).

Soils in the area of the bicycle path are Class II (IIs-4; Arbuckle gravelly loam, 0 to 3 percent slopes), with some Class III (IIIs-3, Hillgate loam, 0 to 3 percent slopes) located near the school site. Soils in the area of the bus stop are primarily Class II (IIs-4, Arbuckle gravelly loam, 0 to 3 percent slopes) in the vicinity of the Starr Road. Soils in the area of the bus stops at Keeper Way Rory Lane are primarily Class II (IIs-3, Tehama loam, 0 to 3 percent slopes).

No other impacts to geology and soils are anticipated.

Conclusion: No Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
VII. HAZARDS & HAZARDOUS MATERIALS *Would the project:*							
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? *Issue covered in below discussion.*					X		
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? *Issue covered in below discussion.*					X		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? *Issue covered in below discussion.*					X		
d. Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment. *The project is not known to be included on any such list.*							X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? *The project is not within an established airport land use plan, nor is the project within two miles of a public airport.*							X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? *There is no private airstrip in the project vicinity*							X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? *The project does not conflict with any known emergency response or evacuation plan.*							X
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? *This project is not expected to create such conditions.*							X

Discussion: Common hazardous materials used in standard transportation construction operations consist of materials such as diesel, oil, tar, asphalt, and paint. All of these materials have historically been transported and utilized in such a manner without incident. Use of potentially hazardous materials would be limited to the construction phase and would comply with applicable local, state, and federal standards, including Caltrans Standard Specifications, associated with the handling and storage of hazardous materials. The modest increase in the amounts of these materials in the area is temporary, and is not expected to create any significant hazard. While some minor amounts of potentially hazardous materials could be used during the construction process, they would be in insignificant amounts and for a short period of time. Were such conditions to occur, it is not expected to be at a level significant enough to require any project conditions or mitigations.

The contractor is required to ensure that adequate materials are on hand to clean up any accidental spill that may occur. Spills will be cleaned up immediately, and all wastes and used spill control materials will be properly disposed of at approved disposal facilities. With implementation of these standard provisions, potential hazards associated with the release of hazardous materials would be less than significant.

There is no other information of record or observation that would indicate that the project would generally create significant impacts relative to hazards or hazardous materials.

Condition VII-#1:
HANDLING OF HAZARDOUS EMISSIONS, MATERIALS, SUBSTANCES, OR WASTE: The contractor is required to ensure that adequate materials are on hand to clean up any accidental spill that may occur. Spills will be cleaned up immediately, and all wastes and used spill control materials will be properly disposed of at approved disposal facilities.

Conclusion: Less Than Significant Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
VIII. HYDROLOGY AND WATER QUALITY *Would the project*:							
a. Violate any water quality standards or waste discharge standards? *Water quality and waste discharge is not an issue that is impacted by bus stop or bicycle path construction at this scale.*							X
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? *This project does not utilize a well, therefore will have no effect upon the areas groundwater supply or recharge zone.*							X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site? *Issue covered in below discussion.*							X
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site? *Issue covered in below discussion.*							X
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? *Issue covered in below discussion.*					X		
f. Otherwise substantially degrade water quality? *No degradation of water quality will occur as the result of this project.*							X
g. Place housing within a 100-year flood hazard area? *This is not a housing project. Additionally, the project is not located within a 100-year flood hazard area.*							X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? *This project is not located within a 100-year flood hazard area.*							X

VIII. HYDROLOGY AND WATER QUALITY (continued) *Would the project*:							
I. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? *A levee or dam does not exist in or near this project.*							X
j. Inundation by mudflow? *These events are not known to occur in this area.*							X

Discussion: Several small ephemeral drainages cross the project site, though all have permitted culverts that are currently in place. There is an extension of an existing drainage pipe at the intersection of Bowman Road and Starr Road. An existing 18" CMP will be extended with a drop inlet through the new right of way. There is no increase of flow or volume, as it simply extends the existing facility. This is an extension of an existing stormwater runoff structure and has no impact on natural stream flows in the area, including ephemeral flows.

Construction Storm Water Permits issued by the California Regional Water Quality Control Board are required for construction activities where clearing, grading, filling, road construction and excavation result in a land disturbance of one or more acres (State Water Board - General Construction Storm Water Permit (Water Quality Order 99-08-DWQ). The permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared prior to construction activities. The SWPPP is used to identify potential pollutants (such as sediment and earthen materials, chemicals, construction materials, etc.) and to describe practices to eliminate or reduce those pollutants from entering surface waters.
The total area affected by the project is described as follows:

Bicycle Path:

Length of Bicycle Path:	5,200 ft.
Square footage of Bicycle Path:	41,500 ft.^{2}
Disturbed Area of Bicycle Path:	72,000 ft.^{2}.
New Fence Line on Bicycle Path:	2,500 ft.

Bus Stops:

	Starr	Rory	Keeper
Disturbed area:	2,900 ft.^{2}	2,400 ft.^{2}	3,500 ft.^{2}
Project length:	125 ft.	120 ft.	180 ft.
Paving area:	1,900 ft.^{2}	1,600 ft.^{2}	3,000 ft.^{2}
New fencing:	140 ft.	140 ft.	75 ft.

This project will not result in on-site or off-site flooding. This project -other than the minor change discussed above- will not result in a change to the existing stormwater drainage system nor provide substantial sources of polluted runoff.

There is no other information of record or observation that would indicate that the project would create significant impacts relative to hydrology or water.

Condition VIII-#1:
CONSTRUCTION STORM WATER PERMIT: Prior to the commencement of construction activities the developer must obtain a Construction Storm Water Permit, including a Storm Water Pollution Prevention Plan, issued by the California Regional Water Quality Control Board.

Conclusion: No Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
IX. LAND USE AND PLANNING *Would the project:*							
a. Physically divide an established community? *This project is compatible with its rural residential setting, and it does not involve a change to existing land use planning.*							X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? *It does not involve a change to existing land use planning or conflict with any zoning or general plan policies or implementation measure, including those designed to avoid or mitigate environmental effects.*							X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan? *This project does not conflict with any habitat conservation plan or natural community plan know to exist for this area.*							X

Discussion: The 2008-2028 Tehama County General Plan and Zoning are as follows:

GENERAL PLAN DESIGNATION:
Bicycle Path:
General Plan: RS; Rural Residential - Small Lot and P; Public Facility
Bus Stops:
General Plan: RS; Rural Residential - Small Lot.
ZONING:
Bicycle Path:
Zoning: R1-A-MH-B:86; Single Family Residential - Animal Raising Combining – Special Building Site (2 Acre Minimum) Combining Zoning District and PA; Public Agency District.
Bus Stops:
Zoning: R1-A-MH-B:86; Single Family Residential - Animal Raising Combining – Special Building Site (2 Acre Minimum) Combining Zoning District, EA-B:871; Exclusive Agricultural District – 20 Acre Minimum - Zoning District and R1-A-MH-B:435; Single Family Residential - Animal Raising Combining – Special Building Site (10 Acre Minimum) Combining Zoning District.
The project is compatible with the above general plan and zoning designations.

No parcels in the project area are under agricultural preserve contracts (Williamson Act). The area is not in current agricultural production, nor is it listed as prime or unique importance (California Resources Agency: Farmland Mapping and Monitoring Program).

The project is small in scale, improves connectivity within the area and creates no impediments to the existing community. While right of way taking was necessary to complete the project, they were not determined to be of no impact to land use or effects upon the established rural community in the Bowman area.

There are no other matters that would indicate that the project would create significant impacts relative to Land Use and Planning.

Conclusion: No Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
X. MINERAL RESOURCES *Would the project:*							
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? *No loss of mineral resources or mineral value will occur due to this project.*							X
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? *No local, general, specific, or other land use plan delineates such resources in the project area.*							X

Discussion: There is no information of record or observation that would indicate that the project would create significant impacts relative to mineral resources.

Conclusion: No Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
XI. NOISE *Would the project*:							
a. Exposure of people to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? *This is not expected to be at a level significant enough to require any project conditions or mitigations.*							X
b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels? *Only temporary impacts for facilities construction.*							X
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? *See below discussion*							X
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? *See below discussion*					X		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? *The project is not within an established airport land use plan, nor is the project within two miles of a public airport.*							X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? *There is no private airstrip in the project vicinity*							X

Discussion: The project will result in modest increases to car, truck, and equipment traffic in the project area during the construction phase. Pursuant to the Tehama County General Plan, acceptable traffic-related noise levels range from 60 to 70 dB (Ldn), depending on the land use. Acceptable non-transportation noise levels range from 50 to 65 dB (Leq) during the day. Typical construction related noise levels range from 76 dB to 101 dB when located 50 feet from the source The noise associated with this type of activity will likewise be modest and range between 70 dB and 85 dB, consistent with the ordinary operations of a project of this type. Construction activities will be limited to the hours of 7AM – 7PM when activities occur within 50 feet of a residential or other noise-sensitive land use. All construction equipment shall be properly maintained and equipped with noise control, such as mufflers, in accordance with manufacturers' specifications. Any increased noise will not cause significant disturbance to residents in the area.

Upon completion, the project will likely serve as a slight mitigation of traffic noise by reducing single occupancy traffic volume during school arrival and departure hours.

There is no other information of record or observation that would indicate that the project would create any other significant impacts relative to noise.

Condition XI-#1:
Construction activities will be limited to the hours of 7AM – 7PM when activities occur within 50 feet of a residential or other noise-sensitive land use. All construction equipment shall be properly maintained and equipped with noise control, such as mufflers, in accordance with manufacturers' specifications.
The County will work with the construction contractor and nearby residents to minimize disturbance to occupied residences. Before construction near noise-sensitive receptors, the County shall provide written notification to potentially affected receptors, identifying the type, duration, and frequency of construction operations. Notification will also identify a mechanism for residents to register noise-related complaints with the County; the County shall consider noise-related concerns on a case-by-case basis.

Conclusion: Less Than Significant Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
XII. POPULATION AND HOUSING *Would the project*:							
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension or roads or other infrastructure? *This project does not involve population increases or housing.*							X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? *This project does not displace any existing housing.*							X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? *This project does not displace any people or require any replacement housing.*							X

Discussion: The completed bicycle path will likely increase bicycle and pedestrian use for school commutes, and improved bus stops with bicycle racks at each stop will likely increase bus ridership. The facilities are designed to serve the existing population rather than increase growth in the area. There is no other information of record or observation that would indicate that the project would create significant impacts relative to population and housing.

Conclusion: No Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
XIII. PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:							
a. Fire protection? *Issue covered in below discussion.*							X
b. Police protection? *Issue covered in below discussion.*							X
c. Schools? *Issue covered in below discussion.*					X		
d. Parks? *This project does not create additional impacts relative to parks.*							X
e. Other public facilities? *This project does not create additional impacts relative to other public facilities.*							X

Discussion: Due to improved pedestrian and bicycle mobility, the Class I (separated) Bicycle Path would likely result in a slight increase in the use of recreational facilities at Evergreen Elementary School, though this is not expected to be at a level significant enough to require any project conditions or mitigations. The facilities to be constructed are designed to serve the existing population and are not growth-inducing.

Because of safer bicycle and pedestrian mobility created by the path, and safer locations for bus pullouts and bus stops, there would be improved safety conditions. This reduces the possibility of conflicts between motor vehicles and children walking, bicycling, or waiting for the bus. This would actually serve to reduce demands on emergency service resources.

There is no other information of record or observation that would indicate that the project would create significant impacts relative to public services.

Conclusion: Less Than Significant Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
XIV. RECREATION							
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? *This project does not adversely impact the use of or increase the need for recreation facilities.*					X		

Discussion: It is anticipated that the completion of the bicycle path will result in slightly more attendance at the Evergreen Middle School recreation facilities. There is no information of record or observation that this slight increase would indicate that the project would create significant impacts relative to recreation.

Conclusion: No Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
XV. TRANSPORTATION/TRAFFIC *Would the project:*							
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections? *Issue covered in below discussion.*							X
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? *This is not an issue to this project.*							X
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? *Issue covered in below discussion.*							X
d. Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? *The project design creates none of the above conditions. As per the below discussion, it would actually increase transportation safety in the area.*							X
e. Result in inadequate emergency access? *The project would have no impacts upon emergency access.*							X
f. Result in inadequate parking capacity? *The project would have no impacts upon parking capacity.*							X
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? *The project would actually improve and directly support alternative transportation (pedestrian and bicycle facilities and improvements, safer and more accessible bus turn-outs).*							X

Discussion: There will be anticipated changes to pedestrian and bicycle traffic patterns. While it is anticipated that bicycle and pedestrian use would increase as result of the project, the project actually increases safety. These changes would be to draw non-motorized traffic away from the roadway thereby increasing safety and reducing both congestion and user conflict in the existing right of way during school arrival and departure hours.

Tehama County Public Works keeps Average Daily Traffic (ADT) numbers for the unincorporated area of the County, indicating the average number of vehicles utilizing the roadway. On Bowman Road is the ADT is 3,205 for the section west of Evergreen Road (general area of the Class I Bicycle Path), while the ADT on the section east of Farquhar Road is 1,317 (general area of the three Bus Stops).

Construction-related activities would result in temporary lane closures and a slight delay for vehicles passing through the area, but the effect would be temporary and impacts to level of service standards are not anticipated. In addition, the amount of project-related traffic would be minimal and limited to approximately 6vehicle trips per day and periodic trucks to haul equipment, materials and waste. The contractor will be responsible for implementing traffic control measures to minimize traffic disruptions and delays and maintain safe conditions for travelers.

There is no information of record or observation that would indicate that the project would create significant impacts relative to transportation and traffic.

Conclusion: No Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
XVI. UTILITY AND SERVICE SYSTEMS *Would the project:*							
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? *This project does not include treatment requirements.*							X
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? *This project does not require the need for water or wastewater treatment.*							X
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? *Issue covered in below discussion*.					X		
d. Not have sufficient water supplies available to serve the project from existing entitlements and resources, or new or expended entitlements needed? *Water required for this project is served through existing resources. Any additional water needed will be brought to the site.*							X
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? *This project does not require the need for water or wastewater treatment.*							X
f. Not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? *This project does not require the need for additional landfill capacity.*							X

Discussion: At the intersection of Bowman Road and Starr Road, an existing 18" CMP will be extended with a drop inlet through the new right of way. There is no increase of flow or volume, as it simply extends the existing facility. This will have minimal and less than significant increase in stormwater runoff. The display on Page 11 shows the draft construction drawing.

Construction Storm Water Permits issued by the California Regional Water Quality Control Board are required only for construction activities where clearing, grading, filling, road construction and excavation result in a land disturbance of one or more acres (State Water Board - General Construction Storm Water Permit (Water Quality Order 99-08-DWQ). Discussion of this issue and the accompanying project condition are discussed in Section VIII (HYDROLOGY AND WATER QUALITY).

There is no other information of record or observation that would indicate that the project would create significant impacts relative to utility and service systems.

Conclusion: Less Than Significant Impact.

ISSUES	*Potentially Significant Impact*		*Less Than Significant with Mitigation Incorporated*		*Less Than Significant Impact*		*No Impact*
XVII. MANDATORY FINDINGS OF SIGNIFICANCE *Would the project:*							
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? *The proposed project is not expected to create any of the above stated conditions.*							X
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) *The proposed project is not expected to create any of the above stated conditions.*							X
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? *The proposed project is not expected to create any of the above stated conditions.*							X

Discussion: This project does not present any growth inducing impacts, as it is designed to serve the existing population to improve alternative transportation modes on Bowman Road between Sebastian Court and Evergreen Middle School. There is no other information of record or observation that would indicate that the project would create significant impacts as they would relate to mandatory findings of significance.

Conclusion: No Impact.

REFERENCE DOCUMENTS

The following studies and memorandums were utilized to identify potential impacts and mitigation measures:

CEQA Deskbook: A Step By Step Guide On How To Comply With The California Environmental Quality Act; Bass, Ronald E., Herson, Albert I. and Bogdan, Kenneth M., April 1999

Geologic Map of the Red Bluff 30'x60' Quadrangle, California; Blake Jr., M.C., Harwood, D.S., Helley, E.J., Irwin, W.P., Jayko, A.S., and Jones, D.L., 1999

GIC/Department of Fish & Game Tehama County Vernal Pools Inventory Dataset; August 2003

The Jepson Manual: Higher Plants of California; James C. Hickman, et al, 1993

Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, NTID 300-1. United States Environmental Protection Agency, 1971

Northeast Center of the California Historical Resources Information System, letter received 11/18/11

Special Publication 42 - Fault Rupture Hazard Zones in California – California Department of Conservation - California Geologic Survey; March 2012

Tehama County General Plan; March 2009

Tehama County Oak Woodland Management Plan; January 2005

U.S. Department of Agriculture, Natural Resources Conservation Service (USDA-NRCS) Farmland Mapping and Monitoring Program; April 2009

U.S. Fish and Wildlife Service Final Critical Habitat Database - California; July 2002

LIST OF PREPARERS

Sean D. Harrasser

Associate Transportation Planner

PROJECT DESCRIPTION

PROJECT TITLE: Project #215391 - Bowman Road, Safe Routes to School

1. DESCRIPTION OF PROJECT: To construct a Class I (separated) bicycle path - one mile in length - along the south side of Bowman Road between Sebastian Court and Evergreen Middle School, and to improve three bus stops along Bowman Road. Three bus school bus stops will be fully improved along Bowman Road at the intersections with Starr Road, Keeper Way and Rory Lane. This will include a paved bus pullout and bike racks at each location.

2. PROJECT LOCATION: The project site is located in the Bowman/Cottonwood Creek area. The project consists of two components: constructing a Class I (separated) bicycle path and the improvement of three bus stops. The Class I bicycle path runs along the south side of Bowman Road between Sebastian Court and Evergreen Middle School. It is approximately 5 miles west of Interstate 5 and 16 miles northwest of the City of Red Bluff. The bus stop improvements lie along Bowman Road at the intersections with Starr Road, Keeper Way and Rory Lane. They are approximately 12 miles west of Interstate 5 and 18 miles northwest of the City of Red Bluff. Described as a portion of Sections 20, 21, T.29N., R.4W, M.D.B. & M. and Sections 33, 34, 35, T.29N., R.5W, M.D.B. & M.

Parcels:
APN: Bus stops:
006-060-03, 04
006-240-02
006-360-16, 17

APN: Bicycle Path:
004-090-34, 74, 75, 76, 77
004-100-25, 26, 27
004-220-01, 02, 03, 04, 18, 23, 24, 25, 31, 49
004-270-15, 16

Adjoining Owners
APN: Bus stops:
006-060-01, 02, 03, 04, 05, 06, 22, 23, 24, 33, 34, 35
006-240-02, 04, 06, 10, 11
006-250-08, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25
006-360-09, 14, 15, 16, 17, 21, 22, 23, 26, 31
006-380-14, 28, 48, 65, 66, 67

APN: Bicycle Path:
004-090-03, 04, 06, 08, 22, 23, 24, 27, 30, 31, 34, 35, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 58, 68, 69, 70
004-090-73, 74, 75, 76, 77, 78, 79, 81, 82, 83, 84
004-100-02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 14, 15, 16, 17, 18, 21, 22, 23, 24, 25, 26, 27, 29, 30, 33, 34
004-220-01, 02, 03, 04, 08, 18, 20, 21, 22, 23, 24, 25, 26, 28, 29, 30, 31
004-220-35, 36, 37, 41, 47, 48, 49, 50, 51, 52
004-270-15, 16
004-360-20, 24, 25, 28, 39, 42

Applicant/Owner

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